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HAMILTON-WENTWORTH

REGIONAL OFFICIAL PLAN

AMENDMENTS

1994 - 2000

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ORIGINAL BY- LAW

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R00-052

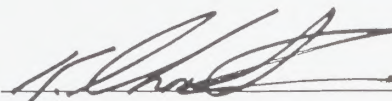
BEING A BY-LAW TO ADOPT AMENDMENT NO. 9 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the schedules and text attached hereto and so designated is hereby adopted as Amendment No. 9 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Official Plan attached to and forming part of By-Law No. R94-053 is hereby amended by adding thereto the schedules and text attached hereto.
3. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 20 day of June , 2000.


Chairman


A/ Clerk

AMENDMENT No. 9
TO
THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

June 20, 2000

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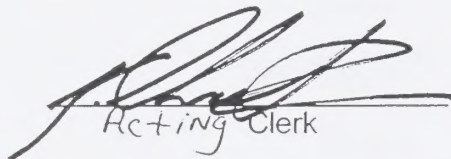
PART I - THE CERTIFICATION

AMENDMENT NO. 9

TO THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 9 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory schedules and text, was prepared by the Community Planning and Development Division (Community Planning Department) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R00-052 in accordance with Section 17 of the Planning Act, on the 20th day of June, 2000.


Chairman


Acting Clerk

PART II - THE PREAMBLE

1. **TITLE:**

This Amendment shall be known as Amendment No. 9 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. **COMPONENTS OF THIS AMENDMENT:**

Only that part of this document entitled "Part III - The Amendment", comprising the attached schedules and text, constitutes Amendment No. 9 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

3. **PURPOSE OF THIS AMENDMENT:**

This Amendment will change the Hamilton–Wentworth Official Plan by:

- i) adjusting the Urban Area boundary on Map No.1, Regional Development Pattern, to include the lands bounded by Trinity Church Road, Rymal Road East, Swayze Road and the Ontario Hydro corridor within the Township of Glanbrook;
- ii) redesignating the subject lands on Map No. 1 from "Rural Area" to "Urban";
- iii) removing the "Prime Agricultural Lands" designation for the subject lands on Map No. 2, Agricultural Lands & Niagara Escarpment Plan Area; and,
- iv) requiring the approval of a Secondary Plan to the Township of Glanbrook Official Plan prior to the development of Urban uses on these lands.

4. **LOCATION OF THE AMENDMENT:**

The lands affected by this Amendment are located in the Township of Glanbrook and are bounded northerly by Rymal Road East, easterly by Swayze Road, southerly by the Ontario Hydro corridor and westerly by Trinity Church Road. These lands comprise approximately 190 hectares and are known as Part of Lots 1 to 5 in Block 4 and Part of Lots 5 to 7 in Block 5, Concession 1, Geographic Township of Glanford.

5. **BASIS OF THIS AMENDMENT:**

Regional Council has determined that adjusting the Urban Area boundary and redesignating the subject lands from "Rural Area" to "Urban" on Map No. 1, Regional Development Pattern is appropriate for this area of the Township of Glanbrook. As a result of Council's direction, a change is required to Map No. 2, Agricultural Lands & Niagara Escarpment Plan Area. Requiring the approval of a Secondary Plan to the Township of Glanbrook Official Plan will facilitate the orderly development of Urban uses on these lands.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following schedules and text, constitutes Amendment No. 9 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. DETAILS OF THE AMENDMENT:

Map Changes

That Map No. 1, Regional Development Pattern, a portion of which is attached hereto as Schedule “1”, is hereby amended and changed by the following:

- i) the Urban Area boundary is adjusted to include lands in the Township of Glanbrook bounded by:
 - to the north, Rymal Road East;
 - to the east, Swayze Road;
 - to the south, the Ontario Hydro corridor;
 - to the west, Trinity Church Road; and,
- ii) redesignating the aforementioned subject lands from “Rural Area” to “Urban”.

That Map No. 2, Agricultural Lands & Niagara Escarpment Plan Area, a portion of which is attached hereto as Schedule “2”, is hereby amended and changed by the following:

- i) that the designation “Prime Agricultural Lands” be removed from the lands in the Township of Glanbrook bounded by:
 - to the north, Rymal Road East;
 - to the east, Swayze Road;
 - to the south, the Ontario Hydro corridor;
 - to the west, Trinity Church Road.

Text Changes

The Official Plan for the Regional Municipality of Hamilton–Wentworth is amended by adding to Section C3 of the Plan, Regional Development Pattern, the following policies:

C 3.1.2.10 Require that the implementation of the Urban Area designation in the Township of Glanbrook for the area bounded by Trinity Church Road, Rymal Road East, Swayze Road and the Ontario Hydro corridor be contingent upon the preparation and approval of a detailed Secondary Plan. The Secondary Plan shall address such matters as land use, urban design, road patterns and transportation, and servicing. The servicing component shall include a Master Servicing and Drainage Plan. Development of this Urban Area shall only proceed subsequent to and in accordance with the approved Secondary Plan and Master Servicing and Drainage Plan.

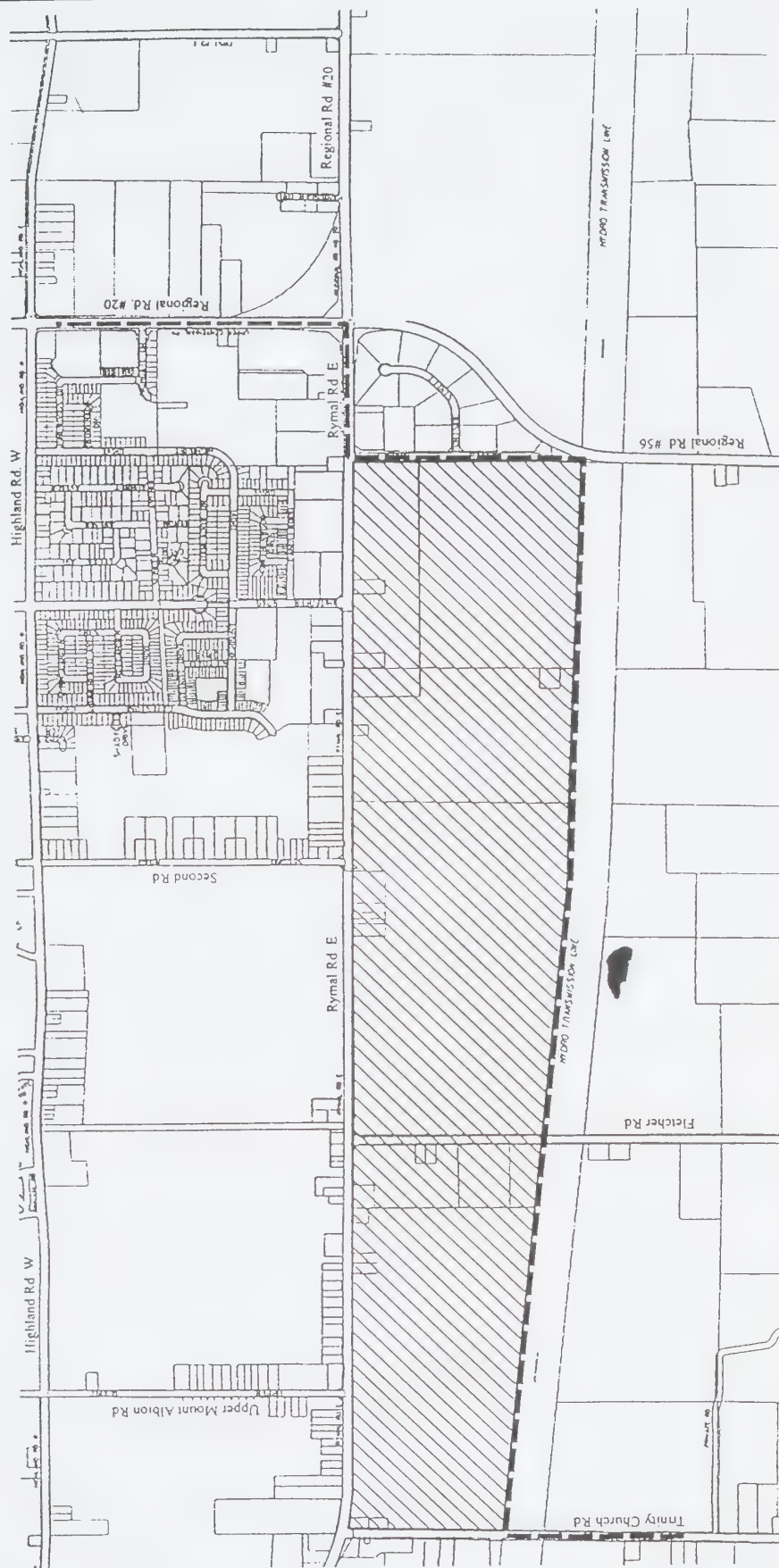
C.3.1.2.11 That approval of the Secondary Plan and development of the land identified in Policy C.3.1.2.10 not proceed until the following has been satisfied:

- a) Comprehensive transportation and Environmental Assessment studies have been completed and approved to determine the Regional road improvements required to accommodate the full development of these lands; and,
- b) If Regional road improvements are required as determined through the studies noted in Policy C.3.1.2.11 a):
 - i) The method of financing to undertake the required Regional road improvements has been identified;
 - ii) The allocated Regional road capacity is available to accommodate the traffic generated by the development of these lands;
 - iii) The required Regional road improvements have been included in the Capital Budget Program; and,
 - iv) The Regional Official Plan has been amended to implement the Regional road system framework and to identify and protect the land(s) required for Regional road purposes.



3. **IMPLEMENTATION:**

This Amendment will be implemented by the preparation and approval of a detailed Secondary Plan and Master Servicing and Drainage Plan. The Secondary Plan and Master Servicing and Drainage Plan will be prepared together in a coordinated manner for the entire Urban Area. While it is intended that a single Secondary Plan and Master Servicing and Drainage Plan will be prepared and approved for the entire Urban Area, consideration may be given to a phased approval of these Plans provided they are substantially complete for the entire Urban Area and that such phased approach will not jeopardize the overall planning and development of land uses, urban design, road patterns and transportation, and servicing for the entire Urban Area.

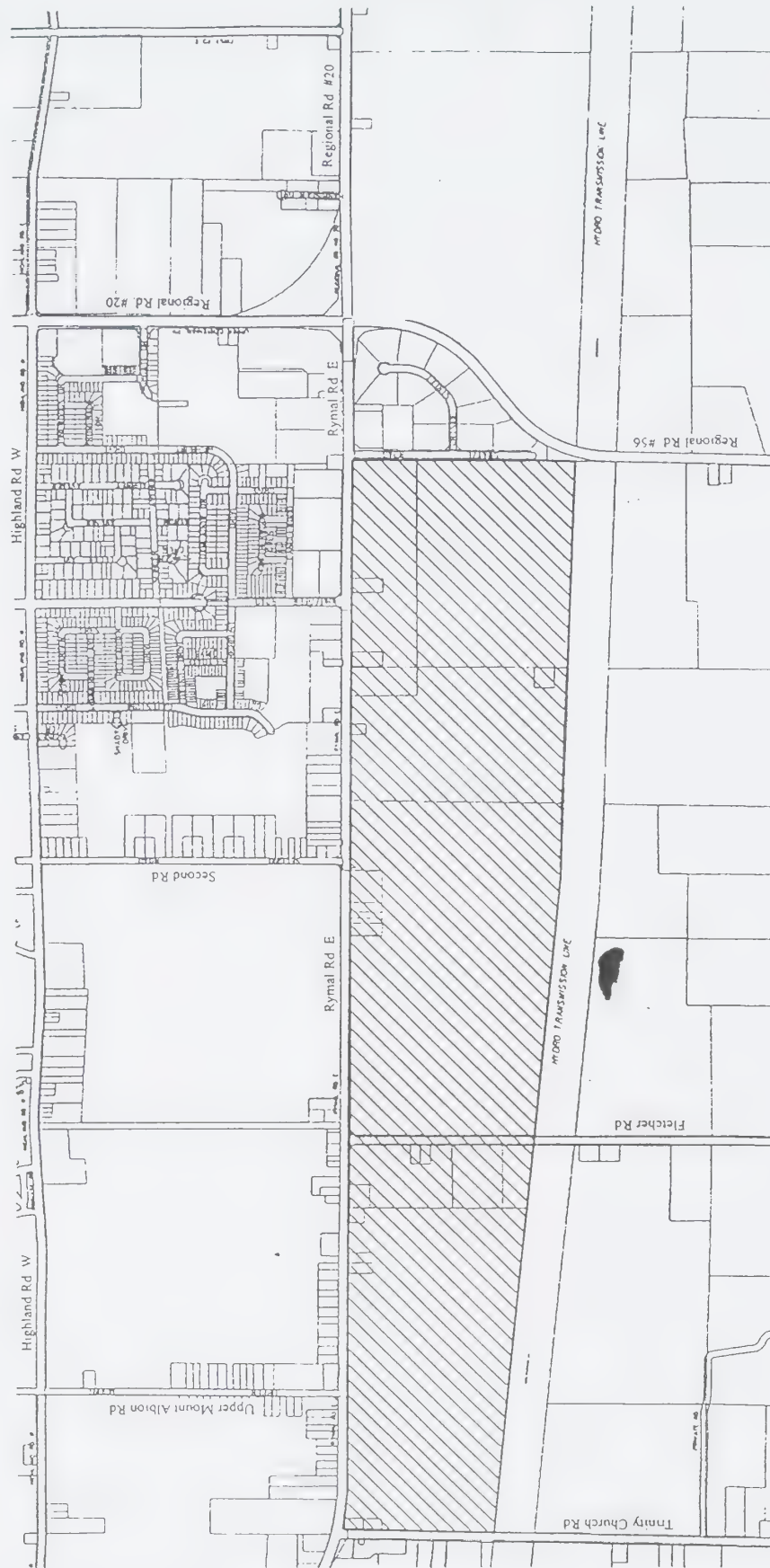
Schedule 1



Map No. 1, Regional Development Pattern

-  Redesignate from "Rural Area" to "Urban"
-  Adjusted Urban Area Boundary

Schedule 2



Map No. 2, Agricultural Lands
& Niagara Escarpment Plan Area



Remove designation "Prime Agricultural Lands"

The Corporation of the City of Hamilton

BY-LAW NO. 99-132

To Adopt:

Official Plan Amendment No. 162

Respecting:

LANDS LOCATED AT MUNICIPAL NOS. 505 TO 537 Queenston Road

The Council of The Corporation of the City of Hamilton enacts as follows:

1. Amendment No. 162 to the Official Plan of the Hamilton Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted.
2. It is hereby authorized and directed that such approval of the Official Plan Amendment referred to in section 1 above, as may be requisite, be obtained and for the doing of all things for the purpose thereof.

PASSED this 7th day of September A.D. 1999



MUNICIPAL CLERK



MAYOR

Amendment No. 162

to the

City of Hamilton Official Plan

The following text, together with Schedule "B", attached hereto, constitutes Official Plan Amendment No. 162.

Purpose:

The purpose of this Amendment is to establish a "Special Policy Area" to permit restricted commercial uses within the "Residential" designation for lands located at Nos. 505 to 537 Queenston Road. In addition, the Amendment deletes "Special Policy Area 79", for 537 Queenston Road, since it will be redundant.

Location:

The lands affected by this Amendment are the lands known municipally as Nos. 505 to 537 Queenston Road, within the Kentley Neighbourhood.

Basis:

The basis for permitting limited commercial uses within the existing buildings located at Nos. 505 to 537 Queenston Road is as follows:

- The proposal complies with the Regional Official Plan, which identifies Queenston Road as a "High Density Mixed-Use Corridor".
- The proposal would be consistent with development which has already occurred at Nos. 505, 535 and 537 Queenston Road, where dwellings have been converted for commercial use. In addition, commercial development, with "HH" (Restricted Community Shopping and Commercial) District zoning, is interspersed with multiple residential development to the east on Queenston Road. Therefore, this option would not be out of character with mixed use development in the area.
- The subject lands are located at the periphery of the Kentley Neighbourhood; therefore, there would be no intrusion of commercial uses into the residential areas within the Neighbourhood. Furthermore, Queenston Road is an arterial road and serviced by public transit.

- The low profile character of the area could be maintained, which would help minimize impacts on abutting residential uses, specifically, the townhouse dwellings to the north. Furthermore, commercial uses will be limited to low impact type uses, and design guidelines and Site Plan Control will be utilized to ensure sensitive design and land use compatibility.

Actual Changes:

1. Policy A.2.9.3.74 be deleted in its entirety.
2. The following new policy be added to Subsection A.2.9.3 - Other Policy Areas as Policy A.2.9.3.77:

"In addition to the permitted uses set out in Subsection A.2.1 - Residential Uses, for the lands known municipally as Nos. 505 to 537 Queenston Road, within the Kentley Neighbourhood, shown on Schedule "B" as SPECIAL POLICY AREA 82, limited commercial uses will be permitted within the existing buildings, provided the following criteria are met.
 - i) Commercial uses will be restricted to low impact type uses, such as offices, service uses and small scale retail uses. High traffic generating uses and highway type commercial uses, such as restaurants, billiard halls, automotive uses and service stations, will not be permitted.
 - ii) Appropriate buffering will be provided between commercial uses and adjacent residential uses to mitigate potential adverse impacts, such as negative visual impacts, reduced privacy, increased noise, and light from parking areas. In this regard, measures such as setbacks, landscape strips and visual barriers may be used.
 - iii) The low profile character of the area will be maintained. Accordingly, streetscape features and enhancements consistent with the residential character of the area will be provided, including the provision of landscaping along Queenston Road and Woodman Drive, and the preservation of existing vegetation. Also, alterations to building facades will be limited and business identification will be restricted.
 - iv) Enlargements or additions to the existing buildings may be permitted only if they are in keeping with the established built form and residential character of the area.
 - v) Sufficient parking and manoeuvring spaces are to be provided on-site for commercial and residential components.

3. The following changes be made to Schedule "B" - Special Policy Areas:

- Add Special Policy Area 82,
 - Delete "Special Policy Area 79" and add lands to "Special Policy Area 82"; and
 - "Area 82 refer to Policy A.2.9.3.77" in the legend,
- as shown on the attached Schedule "B" of this Amendment.

Implementation:

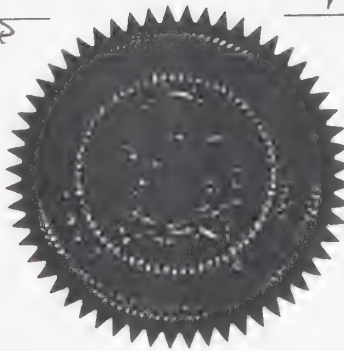
A Neighbourhood Plan Amendment will give effect to the intended uses on the subject lands. In addition, a Zoning By-law Amendment will be passed for the lands located at Nos. 509 and 531 Queenston Road. This Official Plan Amendment may also provide the basis for future Zoning By-law Amendments in the study area. Lands will be placed under Site Plan Control as they are rezoned.

This is Schedule "1" to By-law No. 99- 132 , passed on the 7th day of September, 1999.

The Corporation of the
City of Hamilton


Municipal Clerk


Mayor



Schedule "B"
amendment no. 1
to the
official plan
for the
city of hamilton

date	drawn by	reference file no
June 1999	FA	OPA 162



special policy areas

AREA	REFERTO	AREA	REFERTO
1(a)	A.2.9.1.	53	Telcel
1(b)	A.2.9.1.	54	Telcel
1(c)	A.2.9.1.	55	A.2.9.450
2	A.2.9.2.	56	A.2.9.451
3	A.2.9.3.	57	A.2.9.457
4	A.2.9.3.1.	58	A.2.9.458
5	A.2.9.3.2.	59	A.2.9.359
6	A.2.9.3.4.	60	A.2.9.460
7	A.2.9.3.5.	65	A.2.9.351
8	A.2.9.3.6.	66	A.2.9.352
9	A.2.9.4.7.	67	A.2.9.353
10	A.2.9.4.8.	68	A.2.9.354
11(a)	A.2.9.3.9.	69	A.2.9.355
12	A.2.9.3.10.	70	A.2.9.356
13	A.2.9.3.14.	71	A.2.9.357
14	Telcel	72	A.2.9.358
15		73	A.2.9.359
16		74	A.2.9.360

schedule B
to the official plan
for
the city of Hamilton
98.01.28

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

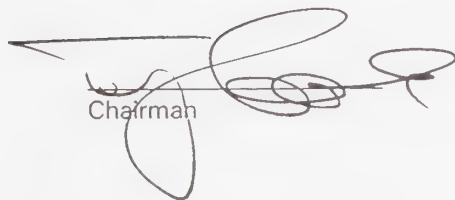
BY-LAW NO. R 99-079

BEING A BY-LAW TO ADOPT AMENDMENT NO.⁸ TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text and schedule attached hereto and so designated is hereby adopted as Amendment No. to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 7th day of Sept., 1999


Chairman


Clerk

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PART I - THE CERTIFICATION

AMENDMENT NO. 8

TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text, was prepared by the Community Planning and Development Division (Land Development) of the Region of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R99-079 in accordance with Section 17 of the Planning Act, on the 7th day of Sept, 1999.



Chairman



Clerk

PART II - THE PREAMBLE

1. TITLE:

This Amendment shall be known as Amendment No. to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. COMPONENTS OF THIS AMENDMENT:

Only that part of this document entitled "Part III - The Amendment", comprising the attached text, constitutes Amendment No. to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

3. PURPOSE OF THIS AMENDMENT:

This Amendment will modify the Hamilton–Wentworth Official Plan by adding a notwithstanding clause to Section D of the Plan. This new policy will permit a department store as a permitted use on a 44 acre parcel of land in the south-east quadrant of the intersection of Highways #5 and #6 (Clappison's Corners) in the Town of Flamborough.

4. LOCATION OF THE AMENDMENT:

The lands affected by this Amendment are located in Part of Lot 13 Concession 3 (EF) in the Town of Flamborough. The site is on the south side of Hwy. #5 and the east side of Hwy.#6 in the Clappison's Corners Business Park in the Town of Flamborough.

The site is shown in the attached appendix being Part IV of this Amendment.

5. BASIS OF THIS AMENDMENT:

The site is proposed to be developed with a variety of commercial uses that are permitted through policies in the Regional Official Plan. The only use in the proposed development that is not permitted is a department store. The department store is an essential component of this proposal and the supporting studies indicate that this type of store will not impact on existing or planned commercial development in Waterdown or the neighbouring area. Limitations on size and sale of certain products included in the Flamborough Official Plan Amendment #73 further protect existing uses and other commercial enterprises. Regional Council has determined that this use and the overall development will be a catalyst for development within the Clappison's Corner Business Park and will provide service sector opportunities not presently represented in Waterdown and vicinity.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following text, constitutes Amendment No. to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. DETAILS OF THE AMENDMENT:

TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton-Wentworth is amended by adding to Section D 4 of the Plan, the following policy:

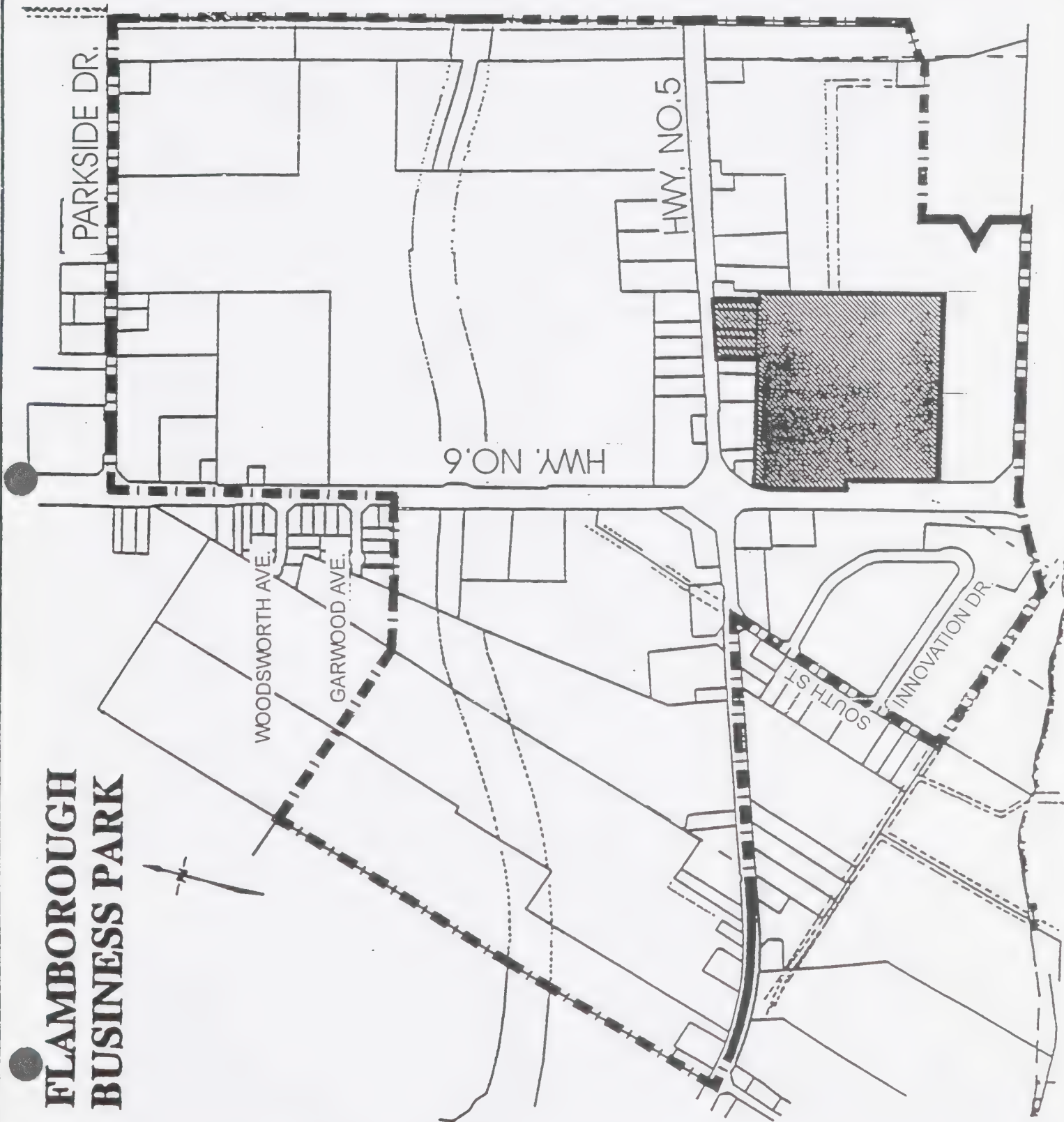
- D 4.14 Notwithstanding the provisions of Policy C 3.1.3.1 (b) a department store may be permitted as part of a proposed commercial complex located on a 44 acre site in Part of Lot 13 Concession 3 (EF) (south-east corner of the intersection of Highways #5 and #6) in the Clappison's Corners Business Park in the Town of Flamborough.

PART IV

THE APPENDIX

:

FLAMBOROUGH BUSINESS PARK



BILL NO. 2863

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R 99-061BEING A BY-LAW TO ADOPT AMENDMENT NO. 7 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text and schedule attached hereto and so designated is hereby adopted as Amendment No. 7 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 15th day of June, 1999.


Chairman
Clerk

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PART I - THE CERTIFICATION

AMENDMENT NO. 7

TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 7 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text, was prepared by the Community Planning and Development Division (Land Development) of the Region of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R 99-061 in accordance with Section 17 of the Planning Act, on the 15th day of June , 1999.


Chairman


Clerk

PART II - THE PREAMBLE

1. TITLE:

This Amendment shall be known as Amendment No. 7 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. COMPONENTS OF THIS AMENDMENT:

Only that part of this document entitled "Part III - The Amendment", comprising the attached text, constitutes Amendment No. 7 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

3. PURPOSE OF THIS AMENDMENT:

This Amendment will modify the Hamilton–Wentworth Official Plan by adding a notwithstanding clause to Section D of the Plan. This new policy will permit the development of an institutional complex (school, church and cemetery) on a parcel of land in the Town of Flamborough.

4. LOCATION OF THE AMENDMENT:

The lands affected by this Amendment are located in Part of Lot 8 Concession 4 (EF) in the Town of Flamborough. The site is on the west side of Centre Road approximately one kilometre north of Waterdown and has a municipal address of 715 Centre Road.

The site is shown in the attached appendix being Part IV of this Amendment.

5. BASIS OF THIS AMENDMENT:

Regional Council has determined that the proposed institutional complex is appropriate development for this area of the Town of Flamborough.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following text, constitutes Amendment No. 7 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

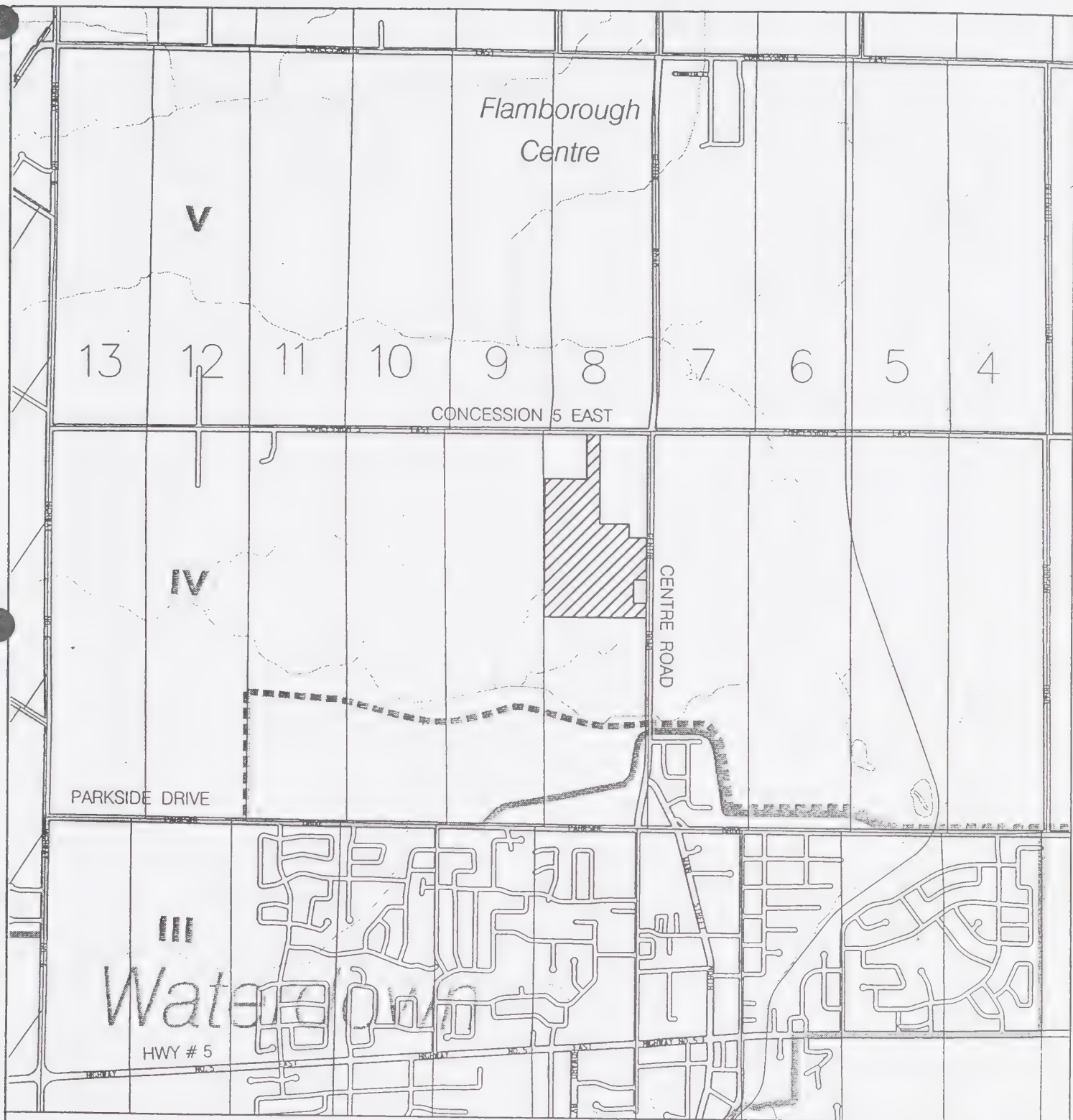
2. DETAILS OF THE AMENDMENT:
TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton–Wentworth is amended by adding to Section D 4 of the Plan, the following policy:

- D 4.13 Notwithstanding the provisions of Policies B 4.2, C 2.1.1.2, C 3.1. C 3.1.1, C 3.1.1.2, C 3.1.2, C 3.2.2, C 4, C 4.2, C 4.2.1, C 4.2.1.1 and C 4.2.1.2, a school, church and cemetery complex may be developed on a 27.25 hectare (67.34 acre) site located in Part of Lot 8 Concession 4 (EF) at 715 Centre Road in the Town of Flamborough.

In addition, development of this site will only proceed on the basis of a connection to the municipal water supply paid for in full by the proponent. Further costs incurred to provide necessary upgrades to the municipal water supply system to facilitate this new institutional complex will also be paid for by the proponent. Finally, any costs specifically associated with future expansion/improvement of the municipal water supply and/or wastewater sewer systems to allow expansion of the complex or to remediate septic system or water supply problems will be the responsibility of the proponent.

PART IV
THE APPENDIX



Subject Property



Existing Urban Boundary



Expanded Urban Boundary



Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division
June 9, 1999

CM: November 4, 1997
Bill No. 2691

AMENDMENT No. 6
TO
THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1997 November 4

CM: November 4, 1997
Bill No. 2691

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

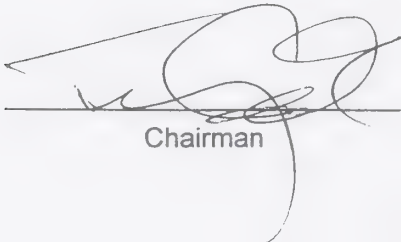
BY-LAW NO. R97-096

BEING A BY-LAW TO ADOPT AMENDMENT NO. 6 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text attached hereto and so designated is hereby adopted as Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton-Wentworth to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 4th day of November, 1997.



Chairman



Clerk

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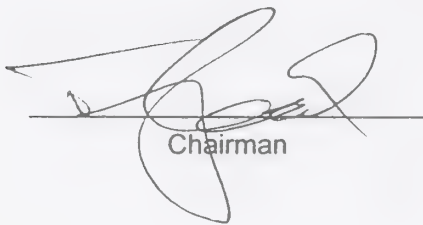
PART I - THE CERTIFICATION

AMENDMENT NO. 6

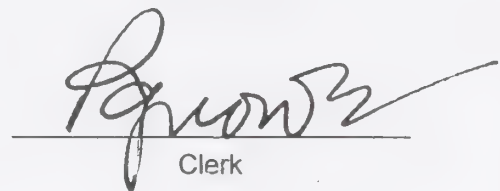
TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text, was prepared by the Regional Environment Department (Development Division) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R97-096 in accordance with Section 17 of the Planning Act, on the 4th day of November, 1997.



Chairman



Clerk

PART II - THE PREAMBLE

1. **TITLE:**

This Amendment shall be known as Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. **COMPONENTS OF THIS AMENDMENT:**

Only that part of this document entitled "Part III - The Amendment", comprising the attached text, constitutes Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

3. **PURPOSE OF THIS AMENDMENT:**

This Amendment will permit a site specific four-unit residential condominium development, in the rural area.

4. **LOCATION OF THE AMENDMENT:**

The lands affected by this Amendment are located at Part of Lot 8, Concession 6 (W.F.), in the Town of Flamborough.

The site is shown in the attached appendix being Part IV of this Amendment.

5. **BASIS OF THIS AMENDMENT:**

The lands in question are not suitable for agriculture due to its former use as a gravel pit that is presently primarily a lake. The site is adjacent to recreational, existing residential and wooded areas. Approval of this amendment would have little or no impact on agriculture nor would it likely contribute to land use conflicts.

The adopted Local Official Plan Amendment and the proposed Regional Official Plan Amendment limit the proposed residential condominium development to four units within the northerly 14 hectare (35 acre) portion of the subject property.

PART III - THE AMENDMENT

1. INTRODUCTION:

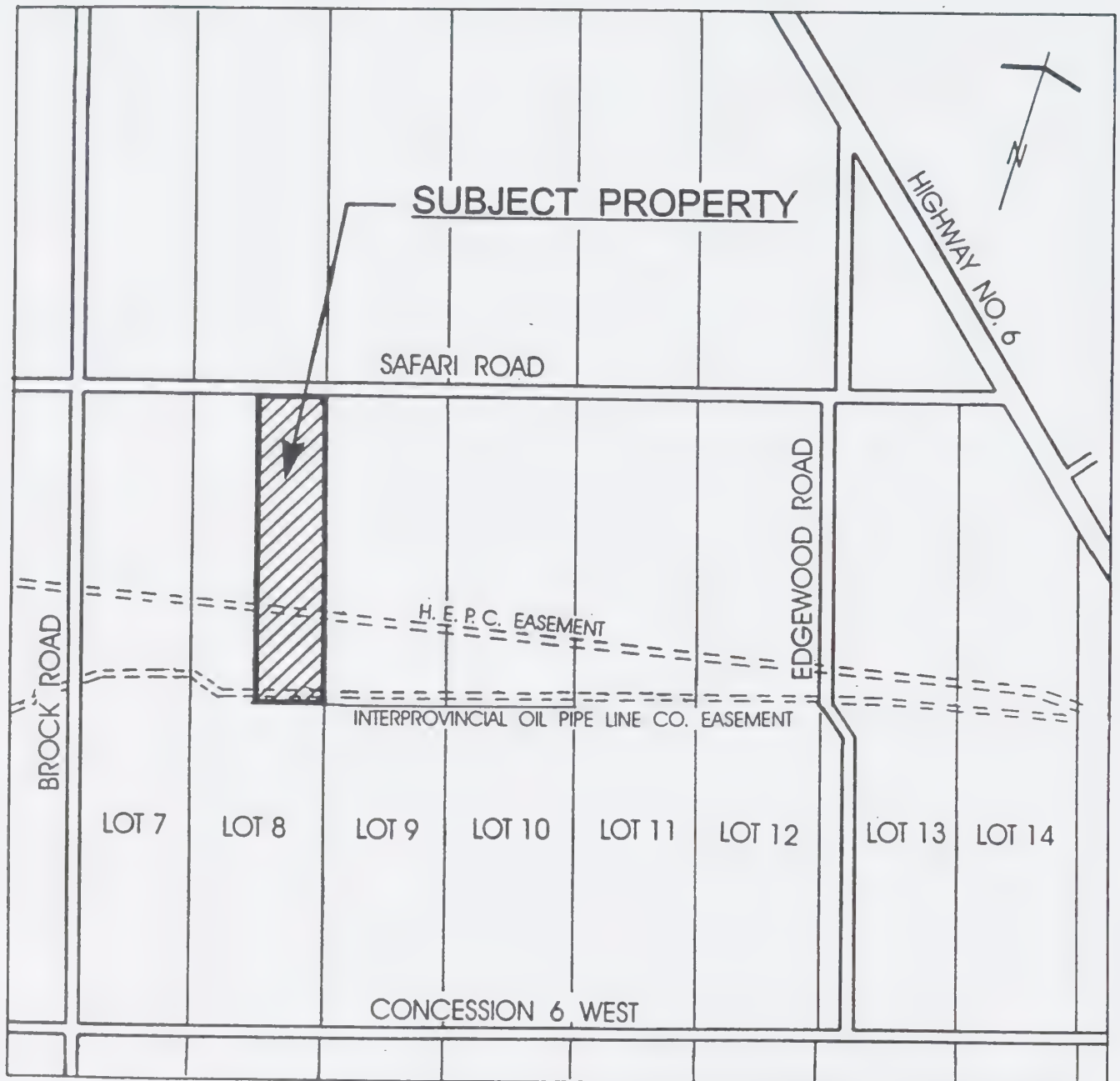
The whole of this part of the document entitled Part III - The Amendment, which consists of the following text, constitutes Amendment No. 6 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. DETAILS OF THE AMENDMENT:
TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton–Wentworth is amended by adding to "PART D - IMPLEMENTATION", the following policy:

"D 4. 11 Notwithstanding the provisions of Section C.3.2 (Rural Areas) and other relevant sections of this Plan, the subject lands, consisting of Part of Lot 8, Concession 6 (W.F.), in the Town of Flamborough, may be developed for a four unit residential condominium development, with the four units to be developed in the northerly 14 hectare (35 acre) portion of the property.

PART IV
THE APPENDIX



Location of Proposed
Official Plan Amendment #

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R97-069

BEING A BY-LAW TO ADOPT AMENDMENT NO. 5 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the attached hereto and so designated is hereby adopted as Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton-Wentworth to the Minister of Municipal Affairs and Housing for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 7th day of October, 1997.


Chairman



Clerk

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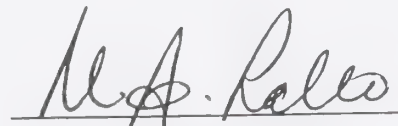
PART I - THE CERTIFICATION

AMENDMENT NO. 5

TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text, was prepared by the Regional Environment Department (Development Division) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R97-069 in accordance with Section 17 of the Planning Act, on the 7th day of October, 1997.


Chairman
Clerk

PART II - THE PREAMBLE

1. TITLE:

This Amendment shall be known as Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. COMPONENTS OF THIS AMENDMENT:

Only that part of this document entitled "Part III - The Amendment", comprising the attached , constitutes Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

3. PURPOSE OF THIS AMENDMENT:

This Amendment will modify the text of the Hamilton–Wentworth Official Plan to incorporate changes related to the Natural Heritage System, service extensions to the rural area, NEF lines around the Airport, communal services and potable water supply.

4. BASIS OF THIS AMENDMENT:

The major component of this general amendment is the introduction of the Natural Heritage System policies into the Natural Setting section of the Plan. These policies reflect the findings of the extensive Natural Heritage System study (formerly Greenlands Study) conducted by the Region.

Another revision involves a new policy to allow for the consideration of the extension of services to the rural area under stringent criteria to serve existing residences. The former ROP contained a similar policy and it has been determined that the flexibility it provided is needed in the new ROP to alleviate the need for additional site specific amendments to the Plan.

The remaining changes pertain to revision of the NEF lines which control development around the Airport to comply with provisions in the Provincial Policy Statement and finally, two minor changes to the policy on communal services for existing trailer parks and a policy on the prerequisite for a potable water supply for newly created lots in the rural area, which will provide for needed flexibility in the interpretation and practical application of these policies.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, constitutes Amendment No. 5 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. DETAILS OF THE AMENDMENT:

TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton-Wentworth is amended by changing/adding the following:

(A) 1) Section B, Policy 10.1

Delete Policy and replace with "Co-operate with area municipalities, Conservation Authorities, community organizations and private property owners to identify appropriate opportunities for public access to lands within the Regional Natural Heritage System".

2) Delete Section C 1 in its entirety and replace with

" NATURAL SETTING - Preamble

There exists in Hamilton-Wentworth a system of natural areas of varying significance as well as locations where degraded natural habitat has the potential to be ecologically enhanced or restored. These interdependent areas are described as the Regional Natural Heritage System and are the focus of the resource protection policies that follow.

Hamilton-Wentworth's diverse natural features perform numerous ecological functions, essential to life processes including the conservation of biological diversity. These functions include: maintaining and improving air and water quality; controlling and mitigating the effects of erosion, sedimentation and flooding; and, providing habitat for a wide variety of plant and animal species. Natural features also provide many recreational, aesthetic and economic benefits to our human communities.

The Region's natural areas include such major landscape features as the Niagara Escarpment, Lake Ontario, Hamilton Harbour and Cootes Paradise, as well as a network of streams, wetlands,

waterbodies, forests, woodlots and other identified areas of natural and scientific interest. The Niagara Escarpment's designation as a World Biosphere Reserve by UNESCO in 1990 gives it international prominence. Other features are considered Provincially significant and subject to protective policies. In addition, certain designated areas are deemed Regionally significant and protected accordingly.

In the past, human activities which harvested vital elements of the natural setting tended to occur with little regard for cumulative, long term implications. New understanding of ecosystem function and the impacts of development allow us to manage our activities in such a way that the remaining natural areas are conserved or enhanced. Resource utilization of these natural areas should be carried out in a responsible manner, on the basis of sustainability.

1 RESOURCE PROTECTION

Future generations should not be deprived of opportunities to experience nature either through our decisions/actions or by neglecting our responsibilities for protecting, preserving and enhancing the interconnected system of natural features that exist in this Region. We are obliged to protect the natural functions which sustain life and upon which we rely for enjoyment, relaxation, and educational opportunities. To fulfil this obligation, the Region through policies in this Plan, as well as other actions and programs, is committed to the long term protection of the natural environment.

The policies in this Section are intended to conserve and enhance the system of interdependent natural areas found across the Region. These areas can be grouped into the most significant or natural core areas; linkages around and between the core areas and restoration opportunities. The latter are places where natural features have been seriously degraded but could be restored through community effort. Through its regulatory functions, its stewardship responsibilities and its role as a community partner the Region makes a major contribution to the protection of natural resources.

" 1.1 Regional Natural Heritage or Greenlands System

This first group of policies recognizes the overall system of natural areas in the Region and outlines a framework for appropriate actions by planning and resource management agencies as well as community groups. The remaining policies in Part C 1 address specific aspects of Natural Heritage System conservation.

The System includes the Region's aquatic features which deserve protection due to their importance in providing fish habitat and maintaining the quality of water resources. Measures include the protection and, where possible, the enhancement of fish and wildlife habitats associated with streams and lakes in this Region, in co-operation with the appropriate authorities and agencies.

In order to conserve and enhance the Natural Heritage System the Region will:

- a) Adopt the Natural Heritage System as the framework for conservation planning and management within this Region. The components of the system are Core Natural Areas, Linkages and Restoration Opportunities as defined in this Plan in D 11.
- b) Recognize the Greenlands System Criteria as approved by Regional Council as a guideline for identifying the components of the Natural Heritage System. The Criteria are contained in the Implementation Guide for this Plan.
- c) Maintain a natural areas database to support land use planning and resource management decision making.
- d) Confirm that where natural areas within the Natural Heritage System are privately owned nothing in this Plan supports unauthorized public use of these lands. Further, the no public agency is obliged to purchase lands identified as part of the System.
- e) Ensure that conservation measures will not interfere with or impede farming operations undertaken in a manner consistent with agricultural best practises.
- f) Require that existing natural areas within the Natural Heritage System (i.e. Core Natural Areas and Linkages) be identified and that appropriate policies for their conservation be developed in Area Municipal Official Plans, secondary or neighbourhood plans, watershed plans and other policy documents. Policies guiding the review of proposals for land use change contained in these documents will address mitigation of impacts and the opportunities for enhancement through conservation or restoration of habitat.
- g) In co-operation with Area Municipalities, Conservation Authorities, other relevant organizations and landowners, investigate the use of tree protection legislation to conserve woodlands deemed to be Regionally significant.
- h) Support use of innovative planning and design methods where such approaches are acceptable to approving authorities and will demonstrably conserve Core Natural Areas or Linkages.
- i) Encourage the Area Municipalities, Conservation Authorities, other agencies and and community organizations to promote private land stewardship to conserve and restore natural areas.
- j) Support area municipalities, agencies, community organizations and private landowners in their efforts to protect and enhance the Natural Heritage System through non-regulatory approaches. These approaches may include acquisition, land trusts, use of conservation easements, assessment and property tax mechanisms and similar tools.

- k) Investigate the establishment of an Environmental Reserve Fund for the acquisition or conservation of natural areas.
- l) Prepare naturalization and conservation management programs for Regional land holdings including road rights-of-way and major facilities.
- m) Support further research to determine whether natural areas situated outside the boundaries of Environmentally Significant Areas satisfy the ESA criteria contained in this Plan.

1.2 Environmentally Significant Areas

The majority of features included within the Core Natural Areas grouping warrant protection from development. These areas are described as Environmentally Significant Areas. Environmentally Significant Areas (ESA) as defined in D-11 consist of areas which:

- serve an important ecological or biological function(s);
- exhibit rare or varied topography;
- contain rare or varied plant or animal species;
- provide habitat for rare species, including Areas of Natural or Scientific Interest (ANSI's as identified by the Province); or,
- have been designated as Provincially Significant Wetlands on the basis of the Provincial Policy Statement.

To protect natural features, the Region will:

1.2.1 Designate Environmentally Significant Areas as shown on Map No. 4.

1.2.2 Apply the following policies in assessing the merits of proposed changes in land use within and adjacent to Environmentally Significant Areas;

- a) land use changes in or adjacent to Environmentally Significant Areas will only be permitted where, in addition to meeting other policies in this plan, such development:
 - i) will not adversely affect, degrade or destroy any of the qualities which are the basis for the area's designation;
 - ii) will not cause any significant impacts upon water quality and quantity; and,

- iii) will not adversely affect the implementation of any resource protection policies or plans.
- b) proposed changes will be referred to the Environmentally Significant Areas Impact Evaluation Group (ESAIEG) for review. ESAIEG will advise Regional Planning staff on whether the proposed changes satisfy the intent of Policy C 1.2.2.
- c) in assessing the appropriateness of the proposed change, the proponent may be required to submit an Environmental Impact Statement which may include plans/studies, environmental analyses, cumulative impact assessments, buffer requirements, or other associated documentation considered necessary by ESAIEG.
- d) land use changes will not be permitted within Provincially Significant Wetland Areas, as shown on Appendix Map No. 1, and as updated from time to time by the MNR. Development on land adjacent to a provincially significant wetland (land within 120 metres of a wetland area or lands connecting individual wetland areas within a wetland complex), with the exception of existing agricultural activities, will be prohibited unless it can be demonstrated through an Environmental Impact Statement, prepared in accordance with Provincial guidelines, that it does not result in any of the following:
 - i) loss of wetland functions;
 - ii) subsequent demand for future development which will adversely affect existing wetland functions;
 - iii) conflict with existing site-specific wetland management practices; and,
 - iv) loss of contiguous wetland area.
- e) where there is overlap between a Provincially Significant Wetland designation and another Environmentally Significant Area designation, the most restrictive policies will apply.
- f) draft Environmental Assessments, including draft Class Environmental Assessments, of planned public works proposed in Environmentally Significant Areas, may be referred to ESAIEG for technical comment.
- g) environmentally Significant Areas may be added or removed by amendment to this Plan.
- h) boundaries of Environmentally Significant Areas are general in nature and more precise boundaries may be defined in Area Municipal Official Plans and Secondary Plans without amendment to this Plan.

- i) for ESA #48 - Hamilton Harbour, specifically East Port and West Harbour areas, Environmental Impact Statements will not be required where comparable environmental assessments have been carried out.
- j) where an environmental assessment of a proposal is being carried out under federal or provincial environmental assessment processes, that assessment will be considered as fulfilling the Environmental Impact Statement requirements of this Plan.

1.2.3 Require Area Municipalities to:

- a) Designate Environmentally Significant Areas in their Official Plans, and include provisions to evaluate and mitigate impacts from adjacent uses;
- b) Zone designated Environmentally Significant Areas in land use classifications that recognize only existing uses, including agricultural uses and appropriate conservation activities.
- c) Consider placing Environmentally Significant Areas under site plan control in their Official Plan;
- d) Refer, through Regional Environment staff, proposed land use changes in these areas to the Regional ESAIEG for evaluation; and,
- e) Defer any decision on proposed changes until ESAIEG has considered the proposal.

1.3 Hazard Lands

Areas prone to flooding and steep slopes perform important ecological functions which may be undermined if these areas are developed. Structures in these areas are vulnerable to damage from periodic natural events which could endanger life and property. To protect these areas and minimize the risks associated with their development, the Region will:

- 1.3.1 Require the Area Municipalities to incorporate in their Official Plans, a map(s) showing Hazard Lands as defined and mapped by the Ministry of Natural Resources and/or the Conservation Authorities.
- 1.3.2 Require the Area Municipalities to have appropriate zoning for Hazard Lands which:
 - a) prohibit uses other than agriculture, conservation, forestry and wildlife management. Public or private parks, electric power facilities and other outdoor recreational uses may

be permitted provided that adjoining lands are not designated for agricultural purposes in an area municipal official plan.

- b) prohibit buildings or structures except where they are intended for flood or erosion control or are normally associated with protection works, bank stabilization projects, or electric power structures; and,
- c) impose building setbacks in relation to the severity of existing and potential environmental hazards.

1.4 Lake Ontario and Hamilton Harbour

The shoreline of Lake Ontario and Hamilton Harbour provides residents of Hamilton-Wentworth with ecological, economic, scenic, recreational, historical and cultural opportunities. These opportunities must be balanced in a way which minimizes negative impacts upon natural ecosystems, while providing opportunities for human use of the water and waterfront lands. In order to protect the shoreline, water quality and aquatic ecosystems, and improve access, the Region will:

- 1.4.1 Support the implementation of the Hamilton Harbour Remedial Action Plan and assess the implications of the Niagara River Remedial Action Plan process for the Welland River Watershed within Hamilton-Wentworth.
- 1.4.2 Require that the Cities of Hamilton and Stoney Creek give consideration to a variety of uses along Lake Ontario which also provide public access to the lakeshore.
- 1.4.3 When appropriate, require Area Municipalities to establish policies and provisions for development fronting on the lakeshore which:
 - i) provide setbacks adequate to address flooding and erosion concerns; and,
 - ii) ensure that shoreline protection works or lake fill meet the requirements of the Conservation Authorities and other relevant agencies.
- 1.4.4 Support the Fish and Wildlife Restoration Project in Hamilton Harbour and Cootes Paradise.
- 1.4.5 Participate with the Cities of Hamilton and Stoney Creek, the Hamilton Harbour Commissioners, the Provincial and Federal Governments, major landowners, and other agencies, to identify possible locations along the Hamilton Harbour and Lake Ontario shoreline, where visual and physical access can be established for public enjoyment.

1.5 Niagara Escarpment

The Niagara Escarpment is the most prominent natural feature that traverses the breadth of Hamilton-Wentworth. It provides a distinctive landscape and performs many ecological functions. The natural and physical features of the Escarpment should be protected through policies which apply to the physical features themselves and to a protective buffer. Therefore, the Region will:

1.5.1 Require all proposals for development within the Niagara Escarpment Plan Area, as shown on Maps No. 3, 3a and b, to meet the requirements of this Plan, the appropriate Area Municipal Official Plan, and Niagara Escarpment Plan. Where there is discrepancy between this Plan and the Niagara Escarpment Plan the most restrictive policies will prevail.

1.5.2 Permit only the following uses:

- a) on lands designated as Escarpment Urban Area on Maps No. 3, 3a and 3b, a range of uses consistent with Policy C-3.1 of this Plan.
- b) on lands designated as Escarpment Natural Area on Maps No. 3, 3a and 3b:
 - i) existing agricultural operations;
 - ii) single-family dwellings on lots that meet the requirements of the Regional Department of Health Services and created prior to approval of the Niagara Escarpment Plan, or created in accordance with Policy D-8.5;
 - iii) non-intensive recreation use such as nature viewing and trail activities;
 - iv) forest, wildlife and fisheries management activities;
 - v) archaeological activities;
 - vi) essential transportation and utility facilities;
 - vii) uses permitted in approved park plans; and,
 - viii) essential watershed management, flood and erosion control projects carried out and supervised by a public authority.

- c) on lands designated as Escarpment Protection Area on Maps No. 3, 3a and 3b:
 - i) a mobile dwelling accessory to an agricultural operation in accordance with policies of the Area Municipal Official Plans;
 - ii) uses permitted in C-1.5.2b; and,
 - iii) veterinary clinics;
- d) on land designated as Escarpment Rural Area on Maps No. 3, 3a and 3b:
 - i) uses permitted in 1.5.2b and c;
 - ii) animal kennels in conjunction with a single family dwelling;
 - iii) wayside pits or wayside quarries for municipal or provincial road construction purposes, subject to the Aggregate Resources Act and in accordance with Policy C-2.2.5; and,
 - iv) small scale commercial uses accessory to agricultural operations in accordance with Policy C-3.2.3.
- 1.5.3 Require that Area Municipalities minimize the impact, and further encroachments on the Escarpment environment in the Urban Areas located within the Niagara Escarpment Plan Area by:
 - a) requiring development design which is compatible with the visual and natural environment;
 - b) providing setbacks and screening adequate to minimize the visual impact of development on the Escarpment landscape; and,
 - c) prohibiting new lots in Escarpment Natural or Protection Areas unless such lot creation is for the purposes of correcting conveyances, enlarging existing lots or acquisition by a public body or authority.
- 1.5.4 Require that appropriate portions of the Winona Urban Area and the Rural Settlements of Greensville and Copetown, designated as minor urban areas on Map #3 and the Niagara Escarpment Plan, be subject to the following criteria:
 - a) development and growth shall not extend into the designated Escarpment Natural Area or Escarpment Protection Area;

- b) development and growth shall minimize land use conflicts and, where appropriate, incorporate adequate screening and/or setbacks to reduce visual impact on the Escarpment landscape; and,
- c) development and growth generally shall take place as a logical extension of existing development in the form of planning groups rather than linear or scattered development.

1.6 Parkway Belt West

The Parkway Belt West Plan provides a system of linked natural areas and protected utility corridors which originates in Dundas and runs through the Regions of Halton, Peel and York. To protect the lands in Hamilton-Wentworth which form part of this system, the Region will:

- 1.6.1 Apply the provisions of the Parkway Belt West Plan to development of lands that are identified on Map No. 2. In the case of discrepancy between the Parkway Belt West Plan and this Plan, the Parkway Belt West Plan, as may be amended from time to time, will prevail."

3) Section C, Policy 4.3.1.12 d)

Delete Policy and replace with "use of the rights-of-way as a location for trees and plants in order to reduce dust movement, improve air quality and enhance or restore natural habitat; and,"

4) Section D, Policy 5.1 c)

Delete reference to Policy D-11.17

5) Section D, Policy 8.3 1 c)

Delete the words "...under Policy D 11.19 in this Plan"

6) Section D 11

Delete individual numbering of definitions in Section D 11. Definitions will continue to be arranged in alphabetical order.

7) Section D 11

Delete the definition of Forests and Woodlots

8) Section D 11

Insert the following new definitions into Section D 11 according to their alphabetical order.

"Adjacent

Adjoining or near enough to an Environmentally Significant Area (ESA) or Core Natural Area that changes in land use could generate one or more of the following impacts within the ESA or Core Natural Area:

- alterations to hydrological or hydrogeological regimes
- clearing of existing vegetation through removal or windthrow
- erosion or sedimentation
- substantial disruption of existing natural linkages or habitat of significant species

Conservation

Ensuring the long term ecological integrity of natural areas and resources. This may be achieved through various management policies, regimes and techniques including preservation, mitigation of negative impacts and sustainable use of resources.

Fish Habitat

The spawning grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes. Fish means fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Private Land Stewardship

The appreciation and responsible use of the natural environment by landowners who respect natural ecosystems and the interconnectiveness of land, water, plants and humans and who recognize their role as a "custodian" in protecting, conserving and where possible enhancing the natural environment.

Regional Natural Heritage System

An inter-related system of natural areas and features of varying ecological significance within the Hamilton-Wentworth Region. Areas or features included in the system may be designated or regulated by Provincial or Regional Policy. The areas fall into one of the following categories.

a) Core Natural Areas - Are the most significant areas within the Natural Heritage System in terms of biodiversity, productivity and hydrological functions. They are given priority in terms of conservation policy and management.

b) Linkages - Are watercourses or naturally vegetated areas that border or connect Core Natural Areas and provide ecological functions such as passage, feeding, shelter, hydrological flow, or buffering from adjacent impacts. Their conservation will protect and enhance Core Natural Areas.

c) Restoration Opportunities - Are vacant or available lands or watercourses where natural habitat is altered, degraded or destroyed. With proper habitat restoration and conservation management these areas may function as Linkages.

A detailed description of the types of features in these categories reference should be made to the Natural Heritage System Criteria as approved by Council. (Refer to Implementation Guide for this Plan).

Restoration

The process of altering a site to reestablish a defined, indigenous, historic ecosystem. The goal is to emulate the structure, function, diversity and dynamics of the specified ecosystem in an relatively undisturbed state.

Woodlands

Treed areas comprised of different tree species, shrubs, ground vegetation and soil complexes that provide environmental and economic benefits such as erosion prevention, water retention, provision of habitat, recreation and sustainable harvest of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance. Christmas tree plantations, nurseries and orchards are excluded from this definition. **Regionally Significant Woodlands** are those which satisfy the definition of Regionally Significant Woodlands contained in the Natural Heritage System Criteria. They are considered Core Natural Areas and will be given priority in conservation planning and private land stewardship initiatives. Other woodlands may be significant at a local scale."

9) Add Appendix Map No.3 showing the Natural Heritage System.

(B) Add a new policy C 4.2.1.2 (a)

"Consider extension of and/or connections to municipal services to service existing uses in the Rural Area, only where:

- i) the lands front onto rural/urban boundary roads;
- ii) the area being serviced would remain designated rural in the ROP;

- iii) the provision of services will not result in pressure to expand the urban area and the presence of municipal services cannot be used as justification for the expansion of existing uses or new development in the Rural Area;
- iv) water/sewer services will be sized to facilitate only the equivalent of one single family residential connection;
- v) sufficient supply and capacity are available;
- vi) in the case of servicing extensions, the rural side of the road forming the rural/urban boundary is essentially developed with little or no opportunity for additional or in-depth development and the extension is not considered premature in relation to the timing of development within the nearby urban area; and,
- vii) the provision of services is based on full cost recovery from the benefitting parties.

Modify policy C 4.2.1.2 by changing the wording to read:

"... except under Policy C 3.1.2.9 and Policy C 4.2.1.2 (a) and/or except"

- (C) Revise policy C 4.3.5.3 by replacing "Federal Department of Transport" with the term "Transport Canada" and add the words "and Housing" to the phrase Provincial Ministry of Municipal Affairs. In section (a) replace the reference to "35 NEF" with "30 NEF" and add after the words ... at 30 NEF or greater, " except where the lands are currently designated Urban and subject to the provisions of the Provincial Policy Statement, as amended from time to time".
- (D) In the second last paragraph of policy C 3.2.2.8 change "will be" to " may be"
- (E) The final sentence of policy D 8.2.1 is revised by removing the word "ground".

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R96-098

BEING A BY-LAW TO ADOPT AMENDMENT NO. 4 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the schedule attached hereto and so designated are hereby adopted as Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the schedule attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 3rd day of December, 1996.


Chairman

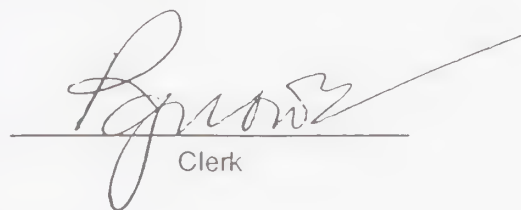

Clerk

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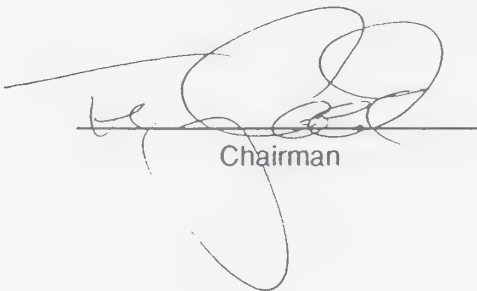
PART I - THE CERTIFICATION

AMENDMENT NO. 4

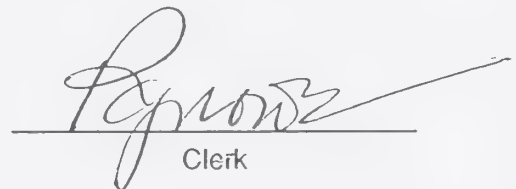
TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory schedule, was prepared by the Regional Environment Department (Development Division) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R96-098 in accordance with Section 17 of the Planning Act, on 3rd day of December, 1996.



Chairman



Clerk

PART II - THE PREAMBLE

1. TITLE:

This Amendment shall be known as Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. COMPONENTS OF THIS AMENDMENT:

Only that part of this document entitled "Part III - The Amendment", comprising of the attached schedule, constitutes Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

3. PURPOSE OF THIS AMENDMENT:

This Amendment will modify the Hamilton-Wentworth Official Plan by replacing the "Business Parks" designation in Ancaster's "Meadowlands" with an "Urban" designation.

4. LOCATION OF THE AMENDMENT:

The lands affected by this Amendment are located in the area bounded by Golf Links Road, Highway 403 and the East-West expressway, in the Town of Ancaster being part of Lots 49, 50, 51 52 and 53, Concessions 1 and 2, in the Town of Ancaster.

1

5. BASIS OF THIS AMENDMENT:

The subject lands are identified as "Business Parks" within the "Urban Area" in the Hamilton-Wentworth Official Plan. The area is part of the large Meadowlands development that consists of residential, commercial and associated uses which has been developing over the past 10 years. The "Business Park" contains a "Mixed Use Centre" designation in the ROP and an existing power centre (Price Club, Home Depot etc.). Future development in this area involves a proposal for a sizable cinema/retail complex, as well as a mixed use area to the east, centred around Stone Church/Golf Links Roads.

In the "Business Park" area (lands bordered by Golf Links Rd., Hwy. #403 and the East-West Expressway), only about 3 - 5 ha. of vacant lands remain which have not been developed or are not part of a development proposal. Replacing the "Business Park" designation with an "Urban" designation would not jeopardize either the existing or proposed development and would provide more flexibility in the variety of uses which could be considered in association with the mixed uses and the existing power centre. The proposed change in designation will also eliminate the need for further site-specific amendments to the ROP as this area develops in the future. With the proposed additional uses taking up a large portion of the remaining lands, the justification for a "Business Park" designation in this location is questionable.

It is also noted that there is still a large amount of land available for "Business Park" purposes in the Duff's Corners Business Park.

PART III - THE AMENDMENT

1. INTRODUCTION:

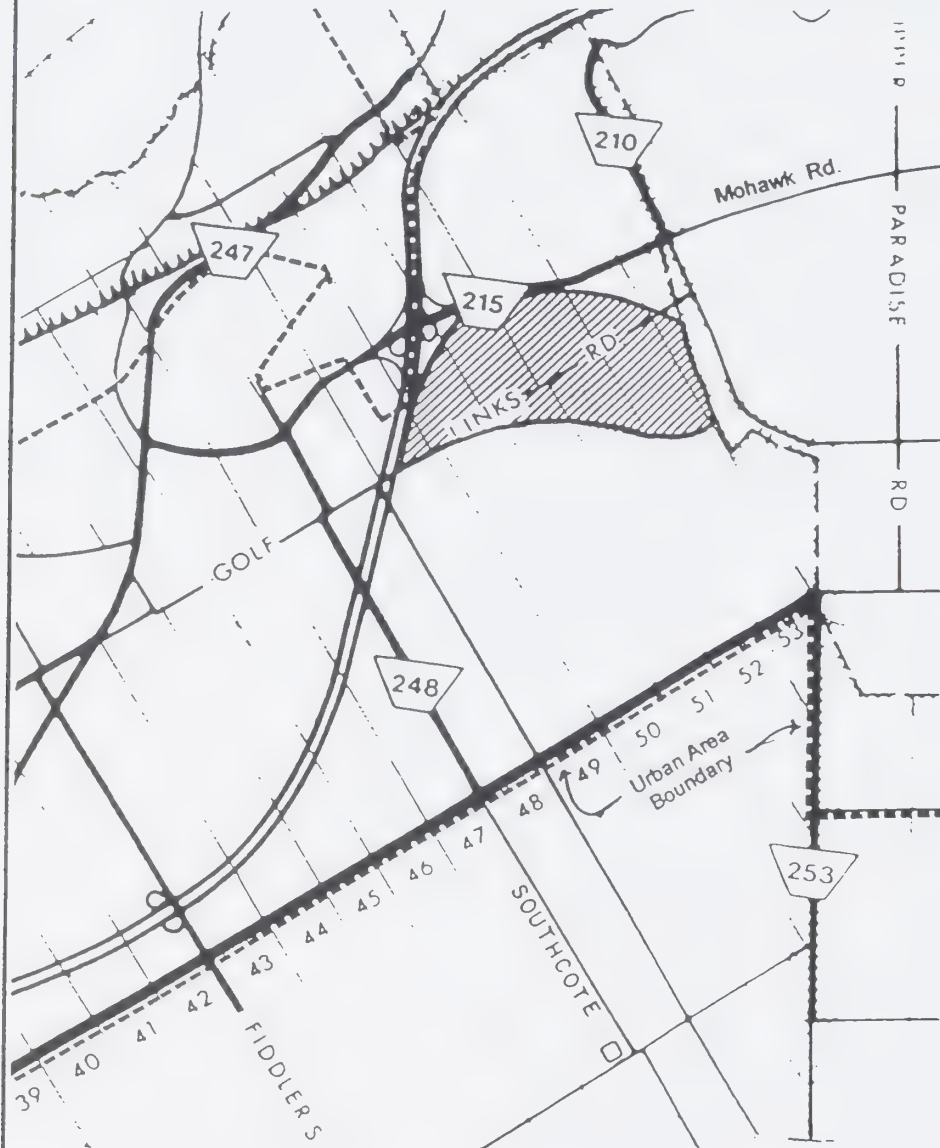
The whole of this part of the document entitled Part III - The Amendment, which consists of the following schedule, constitutes Amendment No. 4 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. DETAILS OF THE AMENDMENT:
MAP CHANGE

The Official Plan for the Regional Municipality of Hamilton-Wentworth is amended by the following schedule change:

- (A) Map No. 1 - "The Regional Development Pattern", a portion of which is attached hereto as Schedule "1", is hereby amended by changing the identified lands from "Business Parks" to "Urban".

Schedule 1



Map 1: DEVELOPMENT PATTERN

 Business Parks to Urban Area

Bill No. 2561

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH


BY-LAW NO. R96-072

BEING A BY-LAW TO ADOPT AMENDMENT NO. 3 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

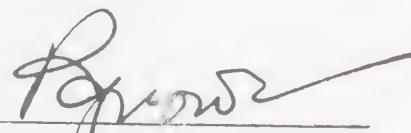
The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text changes attached hereto and so designated are hereby adopted as Amendment No. 3 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 3 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text changes attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 17th day of September, 1996.



Chairman



Clerk

AMENDMENT No. 3
TO
THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1996 September 17

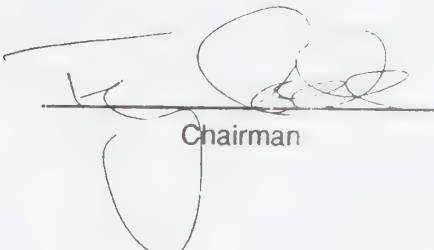
PART I - THE CERTIFICATION

AMENDMENT NO. 3

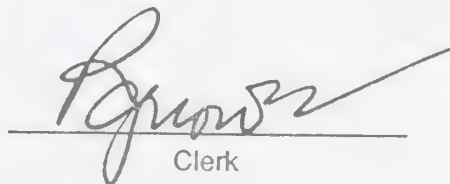
TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 3 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text changes, was prepared by the Regional Environment Department (Development Division) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R96-072 in accordance with Section 17 of the Planning Act, on the 17th day of September, 1996.



Chairman



Clerk

CAB ON HW A08
B96

Item 1
Economic Development and Planning Committee
Report 10-96 CM July 16, 1996

PROPOSED AMENDMENT No. 2

Bill No. 2541

TO

THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1996 June 19

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH


BY-LAW NO. R94-053

BEING A BY-LAW TO ADOPT AMENDMENT NO. 2 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text attached hereto and so designated is hereby adopted as Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 16th day of July, 1996.


Chairman

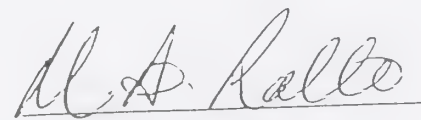

Clerk

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AMENDMENT NO. 2

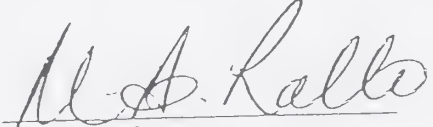
TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text, was prepared by the Regional Environment Department (Development Division) of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. ~~88-053~~ in accordance with Section 17 of the Planning Act, on the ~~16th~~ day of ~~July~~, 19~~88~~.



Chairman



Clerk

PART II - THE PREAMBLE

1. TITLE:

This Amendment shall be known as Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. COMPONENTS OF THIS AMENDMENT:

Only that part of this document entitled "Part III - The Amendment", comprising the attached text, constitutes Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

3. PURPOSE OF THIS AMENDMENT:

This Amendment will modify the Hamilton-Wentworth Official Plan to permit the creation of two 2 hectare (5 acre) residential lots through severance.

4. LOCATION OF THE AMENDMENT:

The lands affected by this Amendment consist of approximately 4 Hectare (10 acres) and are located at 314 Shaver Road, being part of Part Lot 36 Concession 3, in the Town of Ancaster.

The site is shown in the attached appendix being Part IV of this Amendment.

5. BASIS OF THIS AMENDMENT:

Since the lands in question are not used for agriculture and are bounded on three sides by residential development (both rural and urban), the approval of this amendment would have little or no impact on agriculture nor would it contribute to land use conflicts.

The adopted Local Official Plan Amendment and the proposed Regional Amendment limits the subject property to 2 two Hectare (5 acre) parcels and therefore does not lead to further development.

PART III - THE AMENDMENT

INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following text, constitutes Amendment No. 2 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. DETAILS OF THE AMENDMENT:

TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton-Wentworth is amended by adding to "Part D - Implementation", the following policy:

- "D 4.10 Notwithstanding the provisions of Section D 8 (Land Severance) of this Plan, the existing 4 hectare parcel located at 314 Shaver Road, being part of Lot 36, Concession 3 in the Town of Ancaster, may be divided into 2 residential lots, each having lot areas of approximately 2 hectares."

PART IV

THE APPENDIX

BILL NO. 2493

AMENDMENT No. 1
TO
THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1996 February 6

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R96-005

BEING A BY-LAW TO ADOPT AMENDMENT NO. 1 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R94-053 ,

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text changes attached hereto and so designated are hereby adopted as Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R94-053 is hereby amended by adding thereto the text changes attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 6th day of February, 1996.


Chairman

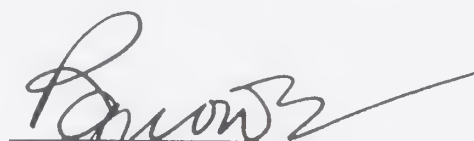

Clerk

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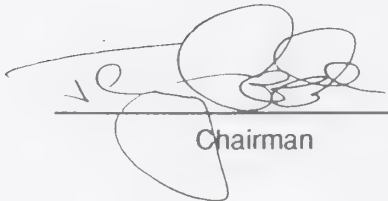
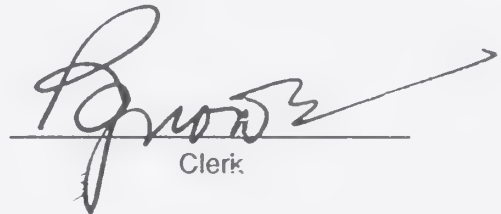
PART I - THE CERTIFICATION

AMENDMENT NO. 1

TO THE OFFICIAL PLAN FOR

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text changes, was prepared by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R96-005 in accordance with Section 17 of the Planning Act, on the 6th day of February, 1996.


Chairman
Clerk

PART II - THE PREAMBLE

1. **TITLE:**

This Amendment shall be known as Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

2. **COMPONENTS OF THIS AMENDMENT:**

Only that part of this document entitled "Part III - The Amendment", comprising the attached text changes, constitutes Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.

3. **PURPOSE OF THIS AMENDMENT:**

This Amendment will modify the Hamilton-Wentworth Official Plan permit the individual connections to the municipal water supply for existing land uses fronting on Highway No. 6.

4. **LOCATION OF THE AMENDMENT:**

The lands affected by this Amendment are located at Highway No. 6 from 470 metres north of White Church Road to the southern boundary in the Township of Glanbrook.

5. **BASIS OF THIS AMENDMENT:**

At its meeting on September 19, 1995, Regional Council directed staff to prepare and process an amendment to the Hamilton-Wentworth Official Plan. This amendment is intended to facilitate the installation of municipal water supply connections to service existing properties along Highway No.6 in the Township of Glanbrook.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following text changes, constitutes Amendment No. 1 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. DETAILS OF THE AMENDMENT: TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton–Wentworth is amended by adding to "Part D - Implementation", the following policy :

"D 4.9 Notwithstanding the provisions of Section C 4.2.1 of this Plan, a single 25 mm (1") connection to the municipal water supply system may be considered for each property existing at the time of approval of this amendment having frontage on Highway No. 6. The area involved is from approximately 470 metres (1542 ft.) north of White Church Road to the southern boundary of the Region, in the Township of Glanbrook. Proposals for additional connections to properties not fronting on Highway No. 6 will not be considered. Any costs associated with these connections will be the responsibility of the property owners utilizing this water service."

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R 94-053

Being a By-law to adopt the Official Plan for The Regional
Municipality of Hamilton-Wentworth

WHEREAS subsection 96(4) of the Regional Municipalities Act, R.S.O. 1990, c.R.8, requires the Regional Council to have and maintain in force an Official Plan for the Regional Area;

AND WHEREAS Regional Council previously provided for the preparation of a new Official Plan for the Regional Area and has complied with the notice and public and agency input requirements contained in subsections 17(2), 17(3), 17(4) and 17(5) of the Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act");

AND WHEREAS Regional Council considers the said Official Plan dated May 1994 attached hereto as Schedule "A" (the "Official Plan") suitable for adoption pursuant to subsection 17(6) of the Planning Act;

AND WHEREAS the Regional Council deems it advisable to pass a by-law pursuant to the aforesaid legislation to adopt the attached Official Plan;

NOW THEREFORE, THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH ENACTS AS FOLLOWS:

1. The Hamilton-Wentworth Region Official Plan attached hereto as Schedule "A" and forming an integral part of this by-law, be and the same is hereby adopted as the Official Plan for the Regional Area of the Regional Municipality of Hamilton-Wentworth.
2. The Clerk of the Region is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforementioned Official Plan.
3. This By-law comes into force and effect on the date of its passing.

PASSED AND ENACTED THIS 7th DAY OF June, 1994

Chairman

Clerk

Approved
as to form

Legal
Services

TOWARDS A SUSTAINABLE REGION

OFFICIAL PLAN

FOR THE

REGIONAL MUNICIPALITY

OF

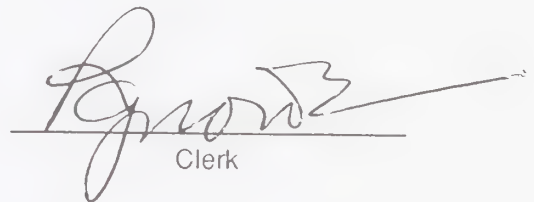
HAMILTON-WENTWORTH

Adopted by Regional Council on June 7, 1994
(Schedule A to By-law No. R94-053)

THE CERTIFICATION

THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

This Official Plan for the Regional Municipality of Hamilton-Wentworth, constituting the explanatory text and maps, was prepared by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth and adopted by Regional Council by By-law No. R94-053 in accordance with Section 17 of the Planning Act, on the 7th day of June, 1994.


Chairman
Clerk

ADDENDUM

C 3.1.3.5

Require servicing of the area east of Fifty Road, in the City of Stoney Creek, to be financed by the property owners and/or the proponents.

Basis: Policy recommended through PLA 94-022 H and approved by Regional Council on June 7, 1994.

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PART A

"TOWARDS A SUSTAINABLE REGION"

INTRODUCTION

Hamilton-Wentworth is one of a number of Municipalities situated around the southwestern end of Lake Ontario, an area which contains approximately 5 million people. The economic advantages of being part of this market area are of significant benefit to Hamilton-Wentworth's residents. In addition, educational, cultural and other locational opportunities enhance the quality of life experienced by the Region's population.

The quality of life is further enhanced by the attributes of the natural environment which include the Niagara Escarpment, Dundas Valley, Cootes Paradise, several other significant natural areas and large expanses of rural landscape. These natural features provide opportunities for recreation, education, and relaxation, and also contribute clean air, water, and biodiversity to the ecosystems of this Region.

Within this setting the Region and its six Area Municipalities are attempting to blend the economic and social activities of modern society with the preservation and protection of natural areas and resources through a sustainable approach to land management.

I CREATING A SUSTAINABLE REGION

The Region of Hamilton-Wentworth, is committed to the creation of a "Sustainable Region", the conceptual basis of which was founded through a process which was initiated in 1990 by the establishment of the "Regional Chairman's Task Force on Sustainable Development".

SUSTAINABLE DEVELOPMENT is positive change that meets the needs of the present without compromising the ability of future generations to meet their own needs. It requires a coordinated approach to planning and policy making. Its success depends upon widespread understanding of the relationships between people and their environment and the will to make necessary changes in a responsible manner.

The process to create a sustainable Region has involved a comprehensive public participation program, resulting in a vision for the future, entitled "VISION 2020", which has been adopted by Regional Council. The vision is a presentation of citizen's ideas and views of the kind of community Hamilton-Wentworth can be by the year 2020. It challenges government, citizens, business and community groups to think about how their actions can move us towards a more sustainable future. The vision is supported by strategic directions which will guide an ongoing process. The Regional Official Plan is a key instrument in the implementation of these directions, and thus in the physical creation of a Sustainable Region.

Vision 2020 - An Overview

By the year 2020, Hamilton-Wentworth supports a population consistent with the carrying capacity of the region. People live in a region made up of compact urban core areas, surrounded by a rural landscape that includes productive family farms, hamlets and a continuous network of natural areas.

We are an environmentally conscious community where the existence of all living things is cherished and where all can breathe fresh air, swim in clean streams and lakes and have ample opportunity to observe and experience the wonders of the natural world.

We are an economically, socially and culturally diverse community that encourages opportunities for individuals, reduces inequities and ensures full participation for all in community life.

We are a caring community that gives opportunity and support to all its members, including children, the aged, people with disabilities, immigrants and refugees. People live longer in good health.

Finally, we are a vibrant, vigorous community which builds on existing strengths and attracts wealth producing businesses that work in partnership with government and the community to create a diverse, sustainable economy. Economic growth incorporates non-polluting, energy efficient and environmentally friendly businesses, including traditional manufacturing industries that have been supported and helped to become environmentally sustainable. Business, government, labour and the community

have great capacity for innovation in response to global change.

This is the future direction for the Region. Through policies in the Hamilton-Wentworth Official Plan providing immediate and long term guidance, we will be able to begin implementation of Vision 2020 and build a community based on the principles and values of sustainable development.

II GOVERNMENT FRAMEWORK

Provincial Context

The Region is affected by Provincial legislation and policies. In preparing this Official Plan it is necessary to take into consideration the directives and impacts of Provincial Legislation and policies involving the Niagara Escarpment, Parkway Belt West Area, Food Lands, Wetlands, Aggregate Resources, Floodplains, Housing, and Growth Management.

Approval of this Plan by the Province will be an endorsement of Hamilton-Wentworth's approach in melding Provincial interests with regional planning interests.

Regional Structure

The Regional Municipality of Hamilton-Wentworth was created in 1974, comprising the following six Area Municipalities:

Town of Ancaster

Town of Dundas

Town of Flamborough

Township of Glanbrook

City of Hamilton

City of Stoney Creek

The division of responsibilities between the Region and the Area Municipalities has been set out in various Acts and municipal policy. In carrying out Regional responsibilities and functions, the Region has interests in the following areas:

- Managing natural areas and resources in a manner which respects ecological processes and sustainability;
- Planning for future population change and regional growth in accordance with the principles of sustainable development;
- Providing for housing which meets the needs of the diversity of households throughout the Region;
- Promoting and enhancing economic activities which respect and augment the human, built and natural resources of our community;
- Providing for an integrated Regional transportation system which stresses easy pedestrian, transit, bicycle and vehicular access to all basic needs;
- Managing water supply and waste disposal systems to efficiently serve Regional households, businesses and industry, while minimizing negative environmental impacts;

- Addressing social, health and economic issues and providing opportunities for individual and community well-being; and,
- Supporting and promoting the cultural, historical and recreational resources of the Region.

These Regional interests are the underlying basis and focus for policy statements and directions contained in this Plan.

III PURPOSE OF THE PLAN

This Plan is intended to direct and guide Regional, Area Municipal, public and private decisions, and actions, in a consistent and logical manner, to manage change and growth within Hamilton-Wentworth, to the year 2020.

The Plan describes and outlines in broad terms Regional involvement in land use and environmental planning, the provision of physical services, social and health care, open space and the economy.

Since the Regional Plan is a policy document, it is expected that detailed land use designations will be enunciated through the Area Municipal Official Plans.

Accordingly, the Regional Official Plan will respect those planning interests that are the sole responsibility of the Area Municipalities.

IV STATUS OF THE PLAN

The Regional Official Plan has been prepared pursuant to the Planning Act and The Regional Municipality of Hamilton-Wentworth Act. Upon its approval, this plan will supersede the first Hamilton-Wentworth Official Plan that was approved by the Minister of Housing in 1980.

While many of the policies in the 1980 Plan are still relevant, social changes, increased environmental awareness, and profound economic restructuring over the last decade, has necessitated a fundamental reassessment of the Plan. The new Official Plan reflects these changes and is a principal means for the creation of a Sustainable Region.

Once the Official Plan has been approved by the Minister of Municipal Affairs, the Planning Act and the Regional Municipality of Hamilton-Wentworth Act require that no public work be undertaken and no municipal bylaw passed which does not conform to the Regional Official Plan. Furthermore, all Area Municipal Official Plans and Zoning By-laws must be revised, if necessary, to conform to the Regional Official Plan.

V ELEMENTS OF THE PLAN

This Plan is divided into four (4) parts.

Part A of the Plan is the introduction to the Plan.

Parts B, C, and D of the Plan provide the overall direction for the growth management of this Region through statements of intent, specific policies and associated maps. In particular:

Part B, "Quality of Life" provides policies which endeavour to enhance the way people live in this Region. Issues related to governance, environment, health, social services, shelter, culture, historical and open space resources, as well as public safety, are the focus of this section.

Part C, "Land Use Strategy", contains the more specific land use policies which along with Parts A, B and D will guide public and private decision making processes within the Region.

Part D, "Implementation", outlines the key mechanisms whereby the intent, and policies of the Plan are transferred into actions and programs which produce results.

When interpreting the content of this Plan, it is essential that the introductions, preambles and statements of intent be read in conjunction with the policies. These statements have the same force and effect as the policies of this Plan.

It should be noted that references made to other policies in this Plan will be accomplished by notations such as "Policy C-3.1.1.1" which will refer to "Part C, Policy 3.1.1.1".

PART B

QUALITY OF LIFE

INTRODUCTION

A number of factors profoundly influence the quality of life that citizens of the Region of Hamilton-Wentworth can experience. They are diverse; they are the responsibility of a number of public as well as private organizations; and together with individual choices and decision-making about day-to-day living influence the kind of community we live and work in.

Accordingly, Part B of this Plan is dedicated to address those critical factors that influence the quality of life and community well-being. Specifically, Part B provides for:

- the administration of regional government that is responsive to community involvement and needs;
- the protection and enhancement of the environment, as well as the conservation of natural resources;
- the provision of opportunities for affordable shelter;
- the realization of economic opportunities through diversification and revitalization of our economic base;
- the emphasis on a health care system that highlights health promotion and disease prevention;
- the promotion of social well-being through a responsive strategy for social service delivery;
- the promotion of life-long education opportunities;
- the enhancement of and accessibility to cultural and historical resources;
- the implementation of a regional greenway system; and,
- the physical design of a community that promotes public safety.

The policy directions contained in this part of the plan pertain only to Regional interests and mandates.

1 RESPONSIVE GOVERNMENT

One of the fundamental elements in building a healthy and sustainable community is government which is responsive and receptive to citizen involvement and needs. These attributes will be advanced by government that is effective, efficient, accessible and accountable. To this end, meaningful citizen participation in setting community goals, policy formation and implementation is a recognized prerequisite.

Therefore, the Region will endeavour to keep its citizens informed of, and able to express their views on, planning activities and other Regional programs.

In addition to a specific public involvement process, regarding traditional land use planning matters, (outlined in Part D of this Plan) the Region will:

- 1.1 Provide opportunities for participation of citizens in the development and implementation of various Regional policies and programs.
- 1.2 Make available to the public, at reasonable cost, official studies and reports concerning the activities of Regional Government.
- 1.3 Encourage public participation in the planning processes under the jurisdiction of the Area Municipalities.
- 1.4 Review on a regular basis, the terms of reference of Regional advisory committees to ensure representation from appropriate sectors of the community.
- 1.5 Investigate mechanisms for strengthening citizen action and outreach, including the establishment of a citizen co-ordinator's office at the Region.
- 1.6 Prioritize services/procedures based on identified needs, effectiveness and cost-efficiency.

2 ENVIRONMENT

Enhancement of our physical environment is one of many positive actions that need to be taken to realize a sustainable future. As we progress toward this state, we will require improved information as a basis to

make sound environmental decisions. Accordingly, the policies in this section are designed to monitor the state of the environment, and to promote energy conservation and site remediations, all of which contribute to the quality of our surroundings. Other facets of environmental protection related to reduction of air and water pollution, and loss of natural habitat, are contained in the Land Use Strategy - Resource Protection/Utilization sections of this Plan.

2.1 State of the Environment

In order to protect and improve the environment in general, and natural areas in particular, it is necessary to have appropriate information. This information is obtained through indicators of the existing state of the environment, and can assist in decision-making to implement improvements. To establish an appropriate base of information, the Region will:

- 2.1.1 Prepare a comprehensive State of the Environment Report, at least once every five years.
- 2.1.2 Use the findings of the State of the Environment Report to increase public awareness about the condition of the Region's environment; identify areas of inadequate or limited knowledge; and develop policy and program development to facilitate environmental enhancement.

2.2 Energy Conservation

The use of energy has a tremendous effect on the sustainability of our community. In

dealing with this issue it must be realized that substantial savings in energy consumption can result from improved conservation practices. The Region is committed to energy conservation and will:

2.2.1 Facilitate energy conservation by:

- a) incorporating energy conservation practices in the design, construction and operation of Regional capital works and equipment, and request that similar actions be undertaken by the area municipalities;
- b) promoting compact urban form;
- c) developing and applying energy conservation criteria to assist in the evaluation of private and public undertakings of regional significance; and,
- d) encouraging public and private agencies, industrial/ commercial operations, and individuals to participate in energy conservation programs.

2.2.2 Promote innovation in housing design to facilitate the construction of energy efficient housing and encourage and promote the utilization of solar energy for space heating, where feasible.

2.3 Contaminated Site Remediation

Contaminated sites are a legacy of the past, whose impacts are becoming more apparent as these sites are proposed for redevelopment.

Identification of contaminated sites is essential. Redevelopment must not occur until it has been demonstrated that a proposal will not put people in significant risk. In concert with remediation efforts, the Region will:

2.3.1 Require proponents of development/ redevelopment proposals to document previous uses of the property(s) affected by the proposal, where a potential exists of site contamination.

2.3.2 Undertake the following where development/redevelopment is proposed for lands currently or previously used for industrial, transportation or utility purposes, but excluding electrical transmission and utility corridors;

- a) Defer or establish conditions of approval for applications involving official plan amendments and subdivision approvals, where site remediation may be necessary;
- b) Require the proponents to submit a professional analysis of soils on the site in accordance with Ministry of the Environment and Energy requirements. The analysis will determine the presence, type(s) and concentration of contaminants which may be hazardous to the environment and/or to human health and proposed methods to remediate the hazard; and,
- c) Not give final approval for an application until notification is received from the Ministry of Environment and Energy that the decommissioning process has been

satisfactorily completed. In the interim, conditional approval may be considered.

- d) Require that Area Municipal Official Plans contain policies regarding contaminated site remediation.

2.3.3 Require the Area Municipalities to undertake the following actions when dealing with former private and public landfill sites:

- a) Identify former landfill sites in their respective Official Plans as Landfill Constraint Areas; and,
- b) Refuse to grant land use changes in Landfill Constraint Areas, unless the Ministry of the Environment and Energy, pursuant to the Environmental Protection Act, provides permission in writing that redevelopment may be allowed to proceed.

2.3.4 Require the Area Municipalities, in co-operation with the Ministry of the Environment and Energy and the Regional Department of Health Services, to establish distance separation criteria to protect residents from new land-uses which could pose health or safety hazards.

3 SHELTER

The provision of an adequate supply of housing is dependent on many factors such as land supply, planning controls and the economy. It involves many participants including the development and construction industries, all levels of government,

financial institutions, public non-profit development corporations, and other community-based housing advocate agencies, groups and individuals.

In attempting to ensure the availability of a full range of adequate and affordable housing and to encourage coordination among housing providers to address housing needs, the Region will:

Regional Responsibilities

- 3.1 Prepare, every five years, a Regional Housing Statement in consultation with the Area Municipalities, the development industry, other relevant agencies and the community. Area Municipal Housing Statements should be subsequently prepared, using population and household projections consistent with those established in the Regional Housing Statement.
- 3.2 Establish in a Regional Housing Statement annual targets for a variety and mix of housing types including affordable housing, which are in accordance with demonstrated need and equitably distributed across the Region. The statement will:
 - a) establish annual housing targets for the total number of new housing units by type and tenure;
 - b) establish annual housing targets for government assisted housing units, for those people whose housing needs are not expected to be met by the private sector; and,

- c) evaluate the success of policies and programs designed to ensure housing targets are met and suggest any necessary revisions.
- 3.3 Assist Area Municipalities in the preparation of annual housing targets.
- 3.4 Monitor housing development to identify changes in housing trends/market, and determine if revisions to policies or programs are necessary. In particular, the Region will annually monitor at least the following:
 - a) the availability of land and supply of residential lots for future development based on a three year supply of lots in draft approved and registered plans of subdivision and a ten year supply of residentially designated land;
 - b) the variety and mix of housing in new developments;
 - c) unit prices in relation to the Provincial and Regional guidelines on affordability; and,
 - d) the loss of stock through demolitions and conversions.
- 3.5 Request the Federal and Provincial Governments to provide appropriate funding for assisted housing needs in Hamilton-Wentworth.
- 3.6 Support the development of affordable housing units in all Area Municipalities.
- 3.7 Develop programs and implement actions to achieve affordable housing targets and encourage innovative housing design through the operation of the Co-ordinating Council on Housing. The Council will include representatives from a wide range of groups, agencies, organizations and citizens involved in the provision of affordable housing.
- 3.8 Review planning approval procedures for the purpose of:
 - a) utilizing continuous improvement programs to monitor the time required for plans of subdivision and condominium to receive draft and final approval; and,
 - b) identifying means to increase the efficiency of the process.
- 3.9 Require each Area Municipality to plan for at least 25% of residential units including existing housing stock to be affordable (housing for income ranges below the 60th percentile), and be distributed throughout the Area Municipality, in accordance with the Provincial Policy Statement "Land Use Planning for Housing".

Area Municipal Responsibilities

- 3.10 Require each Area Municipality to annually monitor housing development in a manner consistent with policy B-3.4 of this Plan, and establish annual housing targets in accordance with the targets in the

current Regional Housing Statement. The targets will be implemented through Official Plan policies and the designation of a supply of land to achieve the housing targets.

3.11 Require every Area Municipality to prepare a strategy for the development of housing opportunities suitable to a variety of needs. The strategy will include:

a) 'provision for rooming and boarding houses, group homes, cooperative developments, converted dwellings, homesharing, special needs housing, and affordable rental and owner-occupied dwellings;

b) Official Plan policies:

- i) to permit the above continuum of housing opportunities;
- ii) to permit residential intensification, subject to the criteria set out in the Provincial Policy Statement on Land Use Planning for Housing; and,
- iii) to establish criteria that include environmental, social, land use conflicts, and quality of life standards to be used in evaluating the conversion or replacement of existing non-residential structures to residential uses.

c) Zoning By-law standards to permit converted dwellings, group homes, and rooming and boarding homes

as-of-right in designations permitting residential uses (as identified in the Area Municipal Official Plans).

3.12 Require that every housing strategy be submitted to Regional Council for endorsement. No amendments to the Regional Official Plan to re-designate land for residential purposes, outside of the urban areas (including all of the City of Hamilton), will be considered, until Regional Council has endorsed the strategy and received an appropriate implementing Area Municipal Official Plan Amendment.

3.13 Request the Area Municipalities to adopt and implement community improvement plans and maintenance and occupancy standards By-laws, and to take advantage of federal and provincial programs designed to upgrade and improve established areas and maintain the existing housing stock.

4 ECONOMIC OPPORTUNITIES

Hamilton-Wentworth is a community which is undergoing fundamental structural change to its economic base. Traditional manufacturing, particularly primary metal and steel fabrication, has long been the foundation which supported other economic activities in this Region. Shifts to other sectors of the economy, particularly the service sector, are causing significant change. The impacts of this structural shift can be seen in several ways. For example, employment and activity levels in older heavy manufacturing areas have decreased, while employment and the

diversification of uses in newer business parks has increased.

These shifts have also resulted in retailing establishments in both the older areas and suburban malls experiencing economic adjustments. Since a viable retail sector is an indispensable part of a sustainable, mixed-use urban environment, the Region must try to protect and promote retail establishments in and along major mixed-use corridors and centres.

Also, while traditional manufacturing employment has decreased, manufacturing is still a very important sector in terms of employment, investment and value of exports, and continues to have an impact on the demand for services. Efforts should be focused on existing manufacturing firms because existing and small businesses provide most net employment gains.

Another shift in traditional employment, partially a result of improved telecommunications, is the trend of people working at home in what is called "work at home or cottage type industries or service operations". Working at home is desirable from an environmental perspective, as fewer commuters means reduced emissions and traffic congestion. Working at home may be considered in neighbourhoods where it can be integrated into the residential community.

In response to these fundamental economic changes, economic diversification, revitalization, including redevelopment of older industrial areas, and human resource development (training, education, and skills development) will become important components of an overall economic action plan.

4.1 Economic Action Plan

The key aspect of an economic action plan for Hamilton-Wentworth must be the incorporation of the concept of sustainable development into community economic development activities. Just as it is essential that the ecological systems which support human existence must be sustainable, so must the economic structure which provides the livelihood for the people of this Region. The Economic Action Plan provides the blueprint which guides these efforts. Accordingly, the Region will:

4.1.1 Implement an Economic Action Plan with emphasis on:

- a) developing a superior workforce through excellent and appropriate education and training;
- b) improving the competitiveness of local business, especially small businesses;
- c) strengthening the Region's economic base through diversification by capitalizing on the emerging economy; and,
- d) establishing sources of financing for entrepreneurs and established businesses;
- e) improving the quality of life to enhance the image of Hamilton-Wentworth;
- f) developing opportunities for individuals and families to sustain themselves (livelihood);

g) building partnerships in the community for mutual benefit and advancement of the economic action plan; and,

h) developing community infrastructure that is supportive of economic development activities.

4.1.2 Review and update the Economic Action Plan every five years, or more frequently, if required.

4.1.3 Utilize the Economic Action Plan for program planning purposes, and monitor its performance on an annual basis.

4.2 The Business of Farming

With revenues of 159 million dollars in 1991, farming represents a significant component of the Region's economy. However, a wide range of challenges face the Region's agricultural community. Declining food commodity prices relative to inflation, land speculation near urban areas, increased competition from foreign producers, changing consumer trends and increasing environmental concerns are a few of the many challenges confronting farmers in Hamilton-Wentworth. Two things that are necessary to preserve the agricultural economy are adequate, stable incomes for farmers and protection against urban sprawl onto agricultural land and resulting land use conflicts and competition. Assistance must be found for It is important that farmers be able to address these challenges.

Actions to support the farming community and reinforce traditional relationships in the farm community are also necessary.

Regional policies should allow the farmer to work at other activities on the farm, as a supplementary source of income. Therefore, the Region will:

4.2.1 Support existing and new senior government programs that provide adequate and stable income for farmers and improve economic viability of the farming industry.

4.2.2 Support and promote the establishment of value added or food processing facilities on farm operations. These enterprises must be directly related to the farm operations and where it is not feasible to locate on the farm, the enterprise will be located in a Rural Business Park, nearby Rural Settlement Area or Urban Area.

4.2.3 Permit Area Municipal Official Plans to include provisions which would permit the establishment of roadside produce stands on farms.

4.2.4 Encourage the Area Municipalities to include provisions in their Official Plans to facilitate the establishment of farmer's markets.

4.2.5 Permit the creation of smaller farm units, in accordance with the provisions of D-8 of this Plan, when both the severed and retained parcel(s) are capable of providing sufficient income to support a full-time farmer and his or her family.

5 HEALTH

Recently there has been increasing awareness of health issues and demand for more substantial commitments from all levels of government to safeguard public health. Regional emphasis on environmental preservation, healthy lifestyles, disease prevention, health promotion and improved health services are examples of integrated responses which can be expected, as we grow towards a sustainable Region.

In striving to become a healthier community, attributes such as cohesiveness, biological/environmental sustainability and economic prosperity must be emphasized. Therefore, the Region will:

- 5.1 Promote and facilitate, where possible, a shift in emphasis to health promotion, disease prevention and increased individual well being.
- 5.2 Encourage and support the District Health Council in their efforts to ensure that existing and new health services are needs based and that there will be continued public involvement in planning future health programs.
- 5.3 Integrate health and social planning with other Regional activities, through inter-departmental liaison.
- 5.4 Prepare a Regional Strategy for Health that also includes mechanisms to monitor goals achievement.

- 5.5 Develop a Community Health Status Information System (State of Health) within two years of the approval of this Plan.
- 5.6 Encourage local health and social service organizations and planning groups to balance representation between providers and users of services and require such balances where a significant portion of organization funding is provided by the Region.
- 5.7 Ensure that new health facilities are easily accessible to the residents to be served.

6 SOCIAL WELL-BEING

The complex social/community structure within which we live needs to be changed to achieve the sustainable vision for the future of Hamilton-Wentworth. Social well-being has and is likely to continue to involve the provision of financial and other forms of support to various segments of society including single parents, unemployed persons, the elderly, disadvantaged individuals and community support groups.

In addition to direct support, the Region will promote development patterns and community design that are sensitive to the environmental, economic, social and safety needs of its citizens. Emphasis will be placed on a social strategy aimed at creating a healthy, safe and socially integrated community.

To improve social conditions and foster access to services for all citizens, the Region will:

- 6.1 Determine appropriate social impact criteria and implementation methods to assist in the evaluation of land use changes.
- 6.2 Establish priorities, standards and directions for the provision, delivery and monitoring of personal and community social services, in a Regional Social Services Strategy which includes but is not limited to the following:
 - a) programs that emphasize re-education and re-training;
 - b) child-care strategies which support families; including adequate child-care spaces in community facilities, and neighbourhood based parent/child resource programs (e.g. parenting workshops, drop-in centres, and information and referral services) according to identified need;
 - c) employment strategies developed in association with other appropriate agencies to balance work and family care responsibilities (e.g. flexible working arrangements, leave with job security, and reduced working hours with pro-rated benefits);
 - d) actions to promote community based residential facilities for residents requiring assistance to establish, regain and/or maintain independent living; for rehabilitative purposes; and for continuing care; and,
 - e) provision of support and assistance including physical access, a suitable work environment, transportation, education and training skills programs for people with disabilities.

7 EDUCATION

Education provides the mechanism whereby future generations will acquire the knowledge, skills and values to meet the challenges of the future, apply the concepts and values of sustainable development and become contributing and responsible members of society. Improving the overall education level of the population and providing opportunities for skills upgrading and retraining are ways in which the educational system can support the continued prosperity of the Region and instill sustainable values and lifestyles.

Innovative educational techniques, improved telecommunications and technological advances are vital elements in improving educational opportunities.

The provision of appropriate educational opportunities throughout the Region and the implementation of the following policies will assist citizens in contributing meaningfully to their community, expanding their employment possibilities and maximizing their potential. Accordingly, the Region will:

- 7.1 Encourage opportunities among educational institutions and organizations for the development of lifelong learning skills and a shift to the principles of sustainable development.

- 7.2 Cooperate with the School Boards and Area Municipalities so that educational facilities and programs are established in a manner which is consistent with the mission and values of educational organizations, the policies of this Plan, and the needs of the people of this Region.
- 7.3 Request comments prior to approval of Regional/Municipal Official Plan Amendments and/or plans of subdivision regarding residential development from the School Boards, with respect to:
- a) the adequacy of existing schools to accommodate anticipated growth in enrolment;
 - b) the possibility of alternatives to the construction of new schools; and,
 - c) requirements for new school sites.

8 CULTURE

Enhancement of and access to cultural opportunities are necessary to maintain and improve the quality of life in this Region. This challenge will be met by encouraging cultural diversity, and promoting a coordinated approach to cultural activities.

Hamilton-Wentworth has an evolving ethno-cultural mix which generates a variety of festivals, and cultural events. These activities promote the community, gives a sense of place to residents and brings people together.

Therefore, the Region will:

- 8.1 Support and promote cultural activities that serve the needs of the residents of this Region. Priority will be given to activities that support the economic action plan and promote tourism.
- 8.2 Encourage activities and programs which reflect the ethnic diversity and character of Hamilton-Wentworth.
- 8.3 Encourage and support arts organizations in the Region.

9 HISTORICAL RESOURCES

Heritage features are our link with yesterday, which enable us to establish individual and community identities, obtain a better understanding of our past and learn from the successes of previous generations. Heritage, as part of the natural and built environments, can be identified through documents/records and also in the traditions established over time by people who have lived in this Region.

The legacy of our heritage has been passed on from previous generations. We have an obligation to future generations to support heritage identification and its preservation. Accordingly, the Region will:

- 9.1 Request that Area Municipal Official Plans contain policies for the identification and protection of heritage resources and the preparation of Heritage District Plans.
- 9.2 Consider protection and preservation of Regionally significant historical and cultural

resources, including recognized archaeological sites, in the review of proposals for development and re-development. Where possible, these attributes will be incorporated into the overall design in a manner which minimizes adverse impacts and encourages maintenance and protection.

- 9.3 Request that where appropriate, an Area Municipality undertake an archaeological review to identify potential significant sites, during the preparation or update of a secondary plan.
- 9.4 Obtain comments on the archaeological potential of a site from the Ministry of Culture and Communications, when reviewing subdivision proposals. Conditions resulting from these comments will be applied during the approval process.
- 9.5 Support Area Municipal endeavours to provide for the reuse of heritage buildings, where such use will not affect the character of the building.
- 9.6 Investigate within three years of the approval of this Plan, the establishment of a "Regional Heritage Foundation" which will manage the historical resources owned by the Region and work in co-operation with Area Municipalities, to protect heritage resources.
- 9.7 Promote the heritage aspects of the Region through tourism development activities, school

curriculum and programs, public information, events and displays.

10 GREENSPACE - LEISURE ACTIVITIES

Recreation and access to greenspace contribute to the quality of life and diversity of lifestyle available in this Region. Natural features, open spaces and parks contribute to the overall design of urban and rural areas and provide opportunities for active and passive enjoyment of the outdoors. These opportunities should not be compromised by the physical expansion of urban areas, scattered development, environmental insensitivity or simple neglect.

Sustainable development practices will encourage the retention and enhancement of recreation areas and opportunities, and promote a more harmonious relationship between humans and the ecosystems contained in these greenspace areas.

While some natural areas must remain undisturbed, human activities may be permitted in other areas through sound management controls and sustainable practices. Natural and active recreation areas will become part of an established Region-wide greenlands system, including links within urban areas and between the urban area and the rural countryside.

This system will be fostered through Regional cooperation and coordination (where appropriate) with other government agency efforts, and with the Area Municipalities, which have the main responsibility for recreation facilities. A main focus will be to increase public access to the harbour-front, Lake Ontario

shoreline, the Niagara Escarpment and its park systems, and other natural and greenspace areas.

To implement a greenlands system and other aspects of recreational/open space activities, the Region will:

- 10.1 Study the development of a connected and protected greenlands system throughout the Urban and Rural Areas in co-operation with the Area Municipalities, Conservation Authorities and MNR.
- 10.2 Assist the various levels of government and public agencies in the provision of open space for recreation. This will involve:
 - a) Recognition that each Area Municipality is responsible for providing open space/recreation facilities to meet the needs of its residents;
 - b) Co-operation with Area Municipalities to identify recreation areas/opportunities and greenland links among Municipalities and between rural/urban areas; and,
 - c) Provision of support, where appropriate and feasible, to those public agencies which own and/or operate open space for recreational uses.
- 10.3 Promote public access to the harbour and lakefront lands for recreational use around or on the water.
- 10.4 Recognize the opportunities for a wide range of recreational activities

(including boating) in Hamilton Harbour.

- 10.5 Support public purchases by an appropriate agency or Area Municipality of abandoned transportation and utility corridors as these become available, and where they are suitable for recreation or pedestrian linkages, and where appropriate trail management practices can be established to prevent conflicts with farming operations.
- 10.6 Request the Conservation Authorities and Ministry of Natural Resources to develop and make accessible, areas under their jurisdiction or ownership, for recreational use where such use does not have adverse impacts.

11 PUBLIC SAFETY

Elements of public safety, including design features, and police and fire protection have impacts on land use, social well-being and the quality of life of the residents of this Region. The current level of service and safety will be maintained and where possible enhanced. In response to public demands for greater safety and security, the Region, in partnership with the community, will:

- 11.1 Encourage community based programs for increasing safety and security in individual neighbourhoods.
- 11.2 Require that municipal regulations (including the development approval process) contain

requirements for "safe planning" design criteria, such as appropriate lighting, visibility and other safety features.

- 11.3 Provide responsible police protection, consistent with the needs of the citizens in the Region. This will involve, among other things, procedures and programs such as a responsible 24-hour emergency phone system and emergency planning function supported by the police.
- 11.4 Consult and cooperate with the Area Municipalities, through the Regional Fire Coordinator, to ensure that procedures and methods of operation of the Area Municipal Fire Departments will be coordinated and responsive during a declared emergency.
- 11.5 Facilitate the exchange of planning and resource information, to assist individual groups in providing for the best location for needed police, fire, ambulance, and hospital facilities.

PART C

LAND USE STRATEGY

INTRODUCTION

As the principal document providing direction towards the realization of a sustainable region, Part C of this Plan defines a land use strategy based on Vision 2020 that provides for:

- the protection and sustainable utilization of the diverse resources of the natural setting; and,
- the enhancement of the human habitat in which we live and work, through a sustainable regional development pattern and infrastructure.

Natural Setting encompasses the physical landscape features and resources which create the unique environment within this Region. These resources are not for exploitation, but are to be valued, protected and where possible enhanced. Features such as the Niagara Escarpment, environmentally significant areas, forests, wetlands, soil and water resources and other features are part of our natural setting which need to be protected and preserved for future generations.

Human Habitat represents the result of human habitation of this Region. Matching various forms of community (places we live and work) to the natural setting is an essential component of sustainability.

NATURAL SETTING - Preamble

Hamilton-Wentworth's natural features include the Niagara Escarpment, Lake Ontario, Hamilton Harbour and Cootes Paradise, as well as the streams, wetlands, waterbodies, forests, woodlots and other identified areas of natural and scientific interest. In the past, human activities which harvested vital elements of the natural setting tended to occur with little regard for long term implications.

Hamilton-Wentworth's diverse natural features perform numerous ecological functions, necessary to human life and health. These functions include: maintaining and improving air and water quality; reducing erosion, sedimentation and flooding; and, providing habitat for a wide variety of plant and animal species. Natural features also provide many recreational, aesthetic and economic benefits.

The ecological functions and physical qualities of Hamilton-Wentworth's natural features should be managed in such a way that they are protected, preserved and enhanced. Utilization should be carried out in a responsible manner, on the basis of sustainability.

1 RESOURCE PROTECTION

Opportunities to experience nature should not be taken away from future generations either through our decisions/actions or by neglecting our responsibilities for

protecting, preserving and enhancing the natural features that exist in this Region. We are obliged to protect the natural features upon which we rely for enjoyment, relaxation, education, and the provision of the basic components to sustain life.

To fulfil this obligation, the Region through policies in this Plan, as well as other actions and programs, is committed to the long term protection of the natural environment.

1.1 Environmentally Significant Areas

Environmentally Significant Areas are natural areas and features which will be protected from development. Environmentally Significant Areas (ESA) (definition D-11.3) consist of areas which:

- serve an important ecological or biological function(s);
- exhibit rare or varied topography;
- contain rare or varied plant or animal species;
- provide habitat for rare species, including Areas of Natural or Scientific Interest (ANSI's as identified by the Province); or,
- have been designated as Provincially Significant Wetlands on the basis of the Provincial Policy Statement.

Another feature included in many ESA's are streams which deserve protection due to their importance in providing fish

habitat and maintaining the quality of water resources throughout the Region.

To protect natural features, the Region will:

- 1.1.1 Designate Environmentally Significant Areas as shown on Map No. 4.
- 1.1.2 Apply the following policies in assessing the merits of proposed changes in land use within and adjacent to Environmentally Significant Areas;
 - a) Land use changes in or adjacent to Environmentally Significant Areas will only be permitted where, in addition to meeting other policies in this plan, such development:
 - i) will not adversely affect, degrade or destroy any of the qualities which are the basis for the area's designation;
 - ii) will not cause any significant impacts upon water quality and quantity; and,
 - iii) will not adversely affect the implementation of any resource protection policies or plans.
 - b) Proposed changes will be referred to the Environmentally Significant Areas Impact Evaluation Group (ESAIEG) for review. ESAIEG will advise Regional Planning staff on whether the proposed changes meet Policy C-1.1.2.a.

- c) In assessing the appropriateness of the proposed change, the proponent may be required to submit an Environmental Impact Statement which may include plans/studies, environmental analyses, cumulative impact assessments, buffer requirements, or other associated documentation considered necessary by ESAIEG.
 - d) Land use changes will not be permitted within Provincially Significant Wetland Areas, as shown on Appendix Map No. 1, and as updated from time to time by the MNR. Development on land adjacent to a provincially significant wetland (land within 120 metres of a wetland area or lands connecting individual wetland areas within a wetland complex), with the exception of existing agricultural activities, will be prohibited unless it can be demonstrated through an Environmental Impact Statement, prepared in accordance with Provincial guidelines, that it does not result in any of the following:
 - i) loss of wetland functions;
 - ii) subsequent demand for future development which will adversely affect existing wetland functions;
 - iii) conflict with existing site-specific wetland management practices; and,
 - iv) loss of contiguous wetland area.
 - e) Where there is overlap between a Provincially Significant Wetland designation and another Environmentally Significant Area designation, the most restrictive policies will apply.
 - f) Draft Environmental Assessments, including draft Class Environmental Assessments, on planned public works proposed in Environmentally Significant Areas, may be referred to ESAIEG for technical comment.
 - g) Environmentally Significant Areas may be added or removed by amendment to this Plan.
 - h) Boundaries of Environmentally Significant Areas are general in nature and more precise boundaries may be defined in Area Municipal Official Plans and Secondary Plans without amendment to this Plan.
 - i) For ESA #48 - Hamilton Harbour, specifically East Port and West Harbour areas, Environmental Impact Statements will not be required where municipal approvals have been granted.
- 1.1.3 Investigate the establishment of an Environmental Reserve Fund for the acquisition of lands in Environmentally Significant Areas.
 - 1.1.4 Maintain a data base of information on Environmentally Significant Areas in the Region.

1.1.5 Encourage Conservation Authorities to:

- a) Continue the landowner contact program to promote private stewardship for natural areas; and,
- b) Acquire lands designated as Environmentally Significant Areas.

1.1.6 Identify links between, or extensions to, natural areas which could improve or enhance the ecological functions of the area.

1.1.7 Require Area Municipalities to:

- a) Designate Environmentally Significant Areas in their Official Plans, and include provisions to evaluate and mitigate impacts from adjacent uses;
- b) Zone designated Environmentally Significant Areas in land use classifications that recognize only existing uses, including agricultural uses and appropriate conservation activities.
- c) Consider placing Environmentally Significant Areas under site plan control in their Official Plan;
- d) Refer, through Regional Planning staff, proposed land use changes in these areas to the Regional ESAIEG for evaluation; and,
- e) Defer any decision on proposed changes until ESAIEG has considered the proposal.

1.2 Tree Protection and Enhancement

Tree protection and planting should be encouraged to enhance local aesthetics and landscape, contribute to improved air quality; reduce erosion, sedimentation and flooding; and protect groundwater recharge and discharge areas. To protect and enhance the existing forests, woodlots and tree cover, the Region will:

- 1.2.1 Adopt a tree-cutting by-law to protect tree cover in Environmentally Significant Areas and limit tree removal.
- 1.2.2 Develop a tree protection and enhancement strategy for the Urban and Rural Areas, in co-operation with the Ministry of Natural Resources, Conservation Authorities, Area Municipalities and other relevant agencies and groups.
- 1.2.3 Limit development activities in forests or woodlots when such development will have negative impacts on forests or woodlots.

1.3 Hazard Lands

Areas prone to flooding and steep slopes are examples of lands in the Region that could endanger life and property if developed. To minimize the risks associated with these hazard lands, the Region will:

- 1.3.1 Require the Area Municipalities to incorporate in their Official Plans, a map(s) showing Hazard Lands as defined and mapped by the

- Ministry of Natural Resources and/or the Conservation Authorities.
- 1.3.2 Require the Area Municipalities to have appropriate zoning for Hazard Lands which:
- a) prohibit uses other than agriculture, conservation, forestry, wildlife management, public or private parks, and other outdoor recreational uses;
 - b) prohibit buildings or structures except where they are intended for flood or erosion control or are normally associated with protection works or bank stabilization projects; and,
 - c) impose building setbacks in relation to the severity of existing and potential environmental hazards.
- 1.4 Lake Ontario and Hamilton Harbour**
- The shoreline of Lake Ontario and Hamilton Harbour provides residents of Hamilton-Wentworth with ecological, economic, scenic, recreational, historical and cultural opportunities. These opportunities must be balanced in a way which minimizes negative impacts upon natural ecosystems, while providing opportunities for human use of the water and waterfront lands. In order to protect the shoreline, water quality and aquatic ecosystems, and improve access, the Region will:
- 1.4.1 Support the implementation of the Hamilton Harbour Remedial Action Plan.
- 1.4.2 Require that the Cities of Hamilton and Stoney Creek give consideration to a variety of uses along Lake Ontario which also provide public access to the lakeshore.
- 1.4.3 When appropriate, require Area Municipalities to establish policies and provisions for development fronting on the lakeshore which:
- i) provide setbacks adequate to address flooding and erosion concerns; and,
 - ii) ensure that shoreline protection works or lake fill meet the requirements of the Ministries of Natural Resources, Conservation Authorities and Environment and Energy..
- 1.4.4 Support the Fish and Wildlife Restoration Project in Hamilton Harbour and Cootes Paradise.
- 1.4.5 Participate with the Cities of Hamilton and Stoney Creek, the Hamilton Harbour Commissioners, the Provincial and Federal Governments, major landowners, and other agencies, to identify possible locations along the Hamilton Harbour and Lake Ontario shoreline, where visual and physical access can be established for public enjoyment.
- 1.5 Niagara Escarpment**
- The Niagara Escarpment is the most prominent natural feature that traverses the

breadth of Hamilton-Wentworth. It provides a distinctive landscape and performs many ecological functions. The natural and physical features of the Escarpment should be protected through policies which apply to the physical features themselves and to a protective buffer. Therefore, the Region will:

1.5.1 Require all proposals for development within the Niagara Escarpment Plan Area, as shown on Maps No. 3, 3a and b, to meet the requirements of this Plan and the appropriate Area Municipal Official Plan. Where there is discrepancy between this Plan and the Niagara Escarpment Plan, the Niagara Escarpment Plan will prevail.

1.5.2 Permit only the following uses:

- a) On lands designated as Escarpment Urban Area on Maps No. 3, 3a and 3b, a range of uses consistent with Policy C-3.1 of this Plan.
- b) On lands designated as Escarpment Natural Area on Maps No. 3, 3a and 3b:
 - i) Existing agricultural operations;
 - ii) Single-family dwellings on lots that meet the requirements of the Regional Department of Health Services and created prior to approval of the Niagara Escarpment Plan, or created in accordance with Policy D-8.5;

- iii) Non-intensive recreation use such as nature viewing and trail activities;
 - iv) Forest, wildlife and fisheries management activities;
 - v) Archaeological activities;
 - vi) Essential transportation and utility facilities;
 - vii) Uses permitted in approved park plans; and,
 - viii) Essential watershed management, flood and erosion control projects carried out and supervised by a public authority.
- c) On lands designated as Escarpment Protection Area on Maps No. 3, 3a and 3b:
- i) A mobile dwelling accessory to an agricultural operation in accordance with policies of the Area Municipal Official Plans;
 - ii) Uses permitted in C-1.5.2b;
 - iii) Veterinary clinics; and,
 - iv) Wayside pits or wayside quarries for municipal road construction purposes, subject to the Aggregate Resources Act and in accordance with Policy C-2.2.5.

- d) On land designated as Escarpment Rural Area on Maps No. 3, 3a and 3b:
 - i) Uses permitted in 1.5.2b and c;
 - ii) Animal kennels in conjunction with a single family dwelling;
 - iii) Wayside pits or wayside quarries for municipal or provincial road construction purposes, subject to the Aggregate Resources Act and in accordance with Policy C-2.2.5; and,
 - iv) Small-scale commercial and industrial uses in accordance with Policy C-3.2.3.
- 1.5.3 Require that Area Municipalities minimize the impact, and further encroachments on the Escarpment environment in the Urban Areas located within the Niagara Escarpment Plan Area by:
 - a) Requiring development design which is compatible with the visual and natural environment;
 - b) Providing setbacks and screening adequate to minimize the visual impact of development on the Escarpment landscape; and,
 - c) Prohibiting new lots in Escarpment Natural or Protection Areas unless such lot creation is for the purposes of correcting conveyances, enlarging existing lots or acquisition by a public body or authority.
- 1.5.4 Designate the southerly portion of the Winona Urban Area as a Minor Urban Centre with development subject to the following criteria:
 - a) Development shall not extend into the designated Escarpment Natural Area or Escarpment Protection Area;
 - b) Development shall minimize land use conflicts and, where appropriate, incorporate adequate screening and/or setbacks to reduce visual impact on the Escarpment landscape; and,
 - c) Development generally shall take place as a logical extension of existing development in the form of planning groups rather than linear or scattered development.

1.6 Parkway Belt West

The Parkway Belt West Plan provides a system of linked natural areas and protected utility corridors which originates in Dundas and runs through the Regions of Halton, Peel and York. To protect the lands in Hamilton-Wentworth which form part of this system, the Region will:

- 1.6.1 Apply the provisions of the Parkway Belt West Plan to development of lands that are identified on Map No. 2. In the case of discrepancy between the Parkway Belt West Plan and this Plan, the Parkway Belt West Plan,

as may be amended from time to time, will prevail.

2 RESOURCE UTILIZATION

While certain natural features require protection from use or development to maintain their integrity, others require measures which permit utilization for essential purposes, as well as protection. These types of resources are vital for life and in some cases economic prosperity. This challenge of use versus protection is addressed in this section of the Plan not only for soils, but also mineral aggregates and groundwater.

2.1 Soils

Soils are fragile elements which are susceptible to degradation and depletion. Processes related to agricultural production, mining, forestry and other land uses can change the delicate balance between wise use and abuse of this resource. A commitment is made in this Plan to the protection of agricultural soils and the prevention of soil erosion. Soils are recognized as indispensable to the sustainability of this Region.

2.1.1 Agricultural Soils Protection

Agricultural sustainability is a key element in the ability of future generations to feed themselves. The Region's approximately 42,500 hectares of cropland produces a variety of commodities. Crops are grown on a variety of soils and on farms varying in size from small fruit and vegetable plots to extensive operations consisting of

hundreds of hectares. One of the most important factors in ensuring that future generations have the ability to produce adequate food supplies is the availability of suitable farmlands in appropriately sized parcels.

To preserve prime agricultural lands for food production, and to promote the continuation of existing farming operations and the establishment of new viable farms, the Region will:

- 2.1.1.1 Identify Prime Agricultural Lands - (Soil Classes 1-4 - predominate) and Specialty Crop Areas on Map No. 2 and preserve these lands for agricultural uses.
- 2.1.1.2 Direct non-farm development to Urban Areas, Rural Settlement Areas and existing Business Parks.
- 2.1.1.3 Require Area Municipalities, in consultation with the Region and other relevant agencies, to designate and provide appropriate policies for the preservation of prime agricultural lands in their Official Plans.
- 2.1.1.4 Encourage farmers to follow conservation/sustainable farming practices that will sustain the long-term productivity of the land and minimize impacts on the environment.
- 2.1.1.5 Prevent unnecessary division of viable farm operations and protect from unnecessary

development, lands where viable farming operations could be established.

2.1.2 Erosion and Sedimentation Control

Soil erosion should be minimized wherever possible due to its harmful effects on land, streams, lakes and other waterbodies.

Therefore, the Region will:

- 2.1.2.1 Prepare Regional sediment and erosion control guidelines for construction sites and require that subdivision development and all Regional public works:
 - a) adhere to Regional sediment and erosion control guidelines for construction sites; and,
 - b) are designed and constructed to minimize stream alterations and enclosures, and minimize detrimental effects on streams, waterbodies, fish, and riparian vegetation.
- 2.1.2.2 Require the Area Municipalities to:
 - a) investigate and implement Best Management Practices to reduce storm water run-off and improve its quality; and,
 - b) pass, monitor and enforce a by-law under the Topsoil Preservation Act.

- 2.1.2.3 Support the Conservation Authorities and the Ministry of the Environment and Energy in their efforts to carry out an education program for the development industry and construction contractors on the need for, and proper use of, sediment and erosion control techniques.

- 2.1.2.4 Support and participate with the Conservation Authorities and Area Municipalities in the development and implementation of Watershed and Sub-watershed Plans, as outlined in Policy D-9 of this Plan.

2.2 Mineral Aggregates

Mineral aggregates are essential non-renewable resources that should be available with minimal environmental and social disruption. The Provincial Government has expressed its interest in this area through a Policy Statement on Mineral Aggregate Resources. The Region intends to protect and ensure the proper management (including progressive rehabilitation) of aggregate resources in concert with the preservation of environmental features and agricultural land.

As a result, the Region will:

- 2.2.1 Designate Mineral Aggregate Resource Areas on Map No. 5, to protect these areas for future mineral aggregate extraction. The location of these areas may be

refined, without amendment to this Plan, in Area Municipal Official Plans.

- 2.2.2 Require Area Municipalities to identify Mineral Aggregate Resource areas in their Official Plans and include policies for the protection of these areas from land uses which are incompatible with possible future extraction. Other uses permitted in association with extraction operations are to be detailed in the Area Municipal Official Plans in accordance with Section 2.3 of the Mineral Aggregate Resources Policy Statement.
- 2.2.3 Require Area Municipalities to pass by-laws to regulate the establishment and operation of extractive operations.
- 2.2.4 Consider a change in the designation in this Plan for an extractive operation where:
- a) the license for the operation has been cancelled; and,
 - b) rehabilitation is being or has been undertaken to the satisfaction of the Region, Area Municipality, and the Ministry of Natural Resources.
- Such a change will be consistent with the rehabilitation plan and with applicable Regional and Area Municipal Official Plan policies.
- 2.2.5 Allow temporary wayside quarries and pits, as well as temporary portable asphalt plants in the Rural Areas, for construction and

maintenance of public roads. Area Municipalities and The Ministry of Environment and Energy must be consulted on the location of such operations.

- 2.2.6 Monitor aggregate resource extraction operations within the Region for the purpose of analysing effects on the environment, transportation and road facilities, and rehabilitation activities.
- 2.2.7 Require that proposals to establish new or expand existing extractive operations must include provisions to minimize negative impacts on surrounding areas. Where such operations abut Environmentally Significant Areas, the matter may be referred to the ESAIEG.

2.3 Groundwater

Streams, lakes and groundwater fulfil a vital ecological function and have to be protected. Changes in the hydrological cycle will eventually be passed on throughout the system. Protecting groundwater will benefit the entire system, including Lake Ontario, Hamilton Harbour and Cootes Paradise, and make Hamilton-Wentworth a cleaner place to live.

To maintain and improve groundwater quality and retain its role in the water cycle, the Region will:

- 2.3.1 Permit development in Rural Areas only where:
- a) groundwater is a viable long-term source of potable water; and,

- b) cumulative impacts of landscape alterations and/or septic system use will not threaten the quantity or quality of groundwater resources.
- 2.3.2 Permit a limited number of rural residential subdivisions in non prime agricultural areas only when:
- a) satisfactory hydrogeological and geotechnical evidence has been provided by the applicant, demonstrating that the proposal can be sustained without adverse effects on existing groundwater reserves;
 - b) a satisfactory strategy for staging and monitoring is in place to permit measurement of the actual effects of development;
 - c) appropriate policies are contained in the Area Municipal Official Plan; and
 - d) the proposal does not conflict with other policies contained in this Plan.
- 2.3.3 Cooperate with the Ministry of the Environment and Energy in researching, publicizing and demonstrating new technologies aimed at reducing volumes, and improving quality of discharges from individual and private sewage disposal systems.
- 2.3.4 Investigate the need for a groundwater management study by 1996, to identify and protect the hydrological, geological and chemical attributes of groundwater resources.

HUMAN HABITAT - Preamble

Where people choose to live is determined by a number of factors related to employment opportunities, lifestyle preference, housing supply and transportation alternatives. As the population of Hamilton-Wentworth changes and ages, priorities for human activities must be anticipated and accommodated.

The Regional population is expected to increase from approximately 451,200 persons (1991) to approximately 566,500 persons in 2020. The current and anticipated population distribution among the six Area Municipalities is shown below:

	<u>1991</u>	<u>2020</u>
Ancaster	22,000	43,000
Dundas	21,900	25,500
Flamborough	29,600	53,000
Glanbrook	9,700	16,000
Hamilton	318,500	342,000
Stoney Creek	<u>50,000</u>	<u>87,000</u>

REGION	451,700	566,500
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Based on these population projections, approximately 63,000 new housing units will be needed in the Region by 2020. The concern of the Region is planning where these units and the resulting additional population will occur, so that services can be efficiently provided. A supply of vacant or redevelopable land and a variety of housing types must be available to meet housing needs of people with different incomes and family composition.

Planning for future population change and community development is guided by the principles of sustainable development set

out in this Plan. Attractive urban places with diverse densities can be achieved through effective community design, so people can live close to where they shop or work. This will be an improvement on past situations where low density, scattered development was permitted which consumed extensive tracts of land and was expensive to service. Furthermore, this type of sprawl is not sustainable.

Maintaining the integrity of Urban and Rural Areas is a fundamental component of a land use strategy that is based on the principles of sustainability.

Outside of the Urban Area are rural lands which have traditionally been overlooked in terms of their ecological, economic and social value. These Rural Areas are not simply a reserve for future urbanization. They contain a diverse environmental landscape, are home for approximately 37,500 people and annually generate millions of dollars from agricultural production, forest products, and mineral aggregates. Rural life, as well as the usefulness of the rural landscape as a contrast to the city and hectic pace of urban living, are valued by many citizens. Accordingly, the conservation of the aesthetic character of the rural landscape is essential.

Underlying the land use pattern envisioned by this Plan, is an appropriate infrastructure strategy necessary to sustain anticipated growth.

3 REGIONAL DEVELOPMENT PATTERN

The expectation that population growth will be accommodated in the Urban Areas

of the Region, combined with commitments supporting farming and protecting the natural resources in the Rural Areas, leads to a Regional interest in preventing scattered rural development and establishing a firm urban boundary.

The Regional Development Pattern is intended to accomplish these directives and is shown on Map No. 1. The map divides the Region into two designated areas, Urban and Rural.

Area Municipal Official Plans and secondary plans will define Urban Areas and Rural Areas consistent with Regional policies and designations.

3.1 Urban Areas

A wide range of urban uses, defined through Area Municipal Official Plans and based on full municipal services, will be concentrated in the Urban Areas. These areas are intended to accommodate approximately 96% of new residential housing units in the Region to the year 2020. Accordingly, the Plan establishes a land use strategy for the Urban Area that consists of:

- compact mixed use areas;
- a firm Urban Area boundary;
- the evolving role of business parks as major economic generators;
- the diversification of the traditional manufacturing area; and,
- growth in retail, business and personal services and institutional and public administration uses.

3.1.1 Compact Mixed Use Form

A compact higher density urban form, with mixed use development in identified Regional and Municipal centres and along corridors, best meets the environmental, social and economic principles of sustainable development.

Mixed forms of development within an Urban Area is preferable to widespread, low density residential development and scattered rural development, because:

- growth can be accommodated by building on vacant or redeveloped land, without taking up agricultural lands or natural areas;
- higher density development can reduce per capita servicing costs and makes more efficient use of existing services;
- efficient and affordable public transit systems can be established;
- effective community design can ensure people are close to recreation, natural areas, shopping and their workplace; and,
- a compact community makes walking and bicycling viable options for movement.

To ensure that development opportunities create a desirable urban form, the Region will:

- 3.1.1.1 Service properties in the Urban Area with sewers and piped water in accordance with a five year capital works budget; ten year transportation and sewer and water servicing plans; and twenty year transportation and waste water and water supply strategies.

- 3.1.1.2 Plan transportation and waste water and water supply services within the Urban Area to support a pattern of mixed use, higher density activity centres and corridors.

- 3.1.1.3 Promote the Regional Centre in downtown Hamilton (shown on Map No. 1) as the most important mixed use activity centre, offering the widest range of goods and services of any single location in the Region.

- 3.1.1.4 Maintain the Regional Administrative Offices in the Regional Centre.

- 3.1.1.5 Promote and support efforts directed at making the Regional Centre the focus for major cultural facilities (e.g. art galleries, libraries and performing arts).

- 3.1.1.6 Require each Area Municipal Official Plan to identify one or more Mixed Use Activity Centres and/or Corridors in the Urban Area, including those designated on Map No. 1. The location of the centres on Map No. 1 are approximate in nature and will be more precisely identified in Area Municipal Official Plans. Targets for the density and population/employment ratio for each centre and corridor and the permitted uses will also be identified. Each centre or corridor will:

- | | |
|--|--|
| <ul style="list-style-type: none"> a) have a range of residential, commercial, retail, institutional, and related employment opportunities which is appropriate for its size and function; b) be relatively self-contained to reduce the need for commuting; c) have a full range of housing types to provide opportunities to live/work in the same community; d) be easily accessible to public transit and provide for good internal pedestrian movements; e) provide an identity for the Area Municipality and a focus for local activity; and, f) permit various combinations of retail, residential, institutional and commercial uses in individual buildings within corridor designations. | <p>secondary plans to include the location of residential units within a five minute walk or approximately 400 metres of planned transit routes.</p> |
| <p>3.1.1.7 Review, in conjunction with Area Municipalities, development standards and policies which influence urban form, such as setbacks and road-widths and provide information on alternative development standards or subdivision lay-out which are more energy-efficient or require less land.</p> | <p>3.1.1.9 Allow Area Municipalities to stage development within the designated urban areas, (consistent with overall population and housing projections), in order to accommodate individual community development goals and objectives.</p> |
| <p>3.1.1.8 Promote the design of neighbourhood and</p> | <p>3.1.2 Urban Area Boundary</p> <p>Commitments are made in this Plan to a compact urban form and the preservation of agricultural lands and natural features. One method of attaining this desired form is the delineation of a firm urban boundary (Map No. 1) which is not open to ad hoc exceptions. To establish and maintain a firm urban/rural boundary the Region will:</p> <ul style="list-style-type: none"> 3.1.2.1 Consider the need for additions to the Urban Area only at the time of the five-year Official Plan Review. 3.1.2.2 Defer applications for Regional Official Plan Amendments seeking to add lands to the Urban Area designation until the time of the Official Plan Review. 3.1.2.3 Evaluate any request for expansion of the Urban Area during the five-year review in the context of: |

- a) the Region-wide need for additional urban designations based on up-dated population, household and employment projections;
 - b) the need for additional urban areas according to the distribution of expected growth between rural and urban areas, and among Area Municipalities. A ten year planning time frame will be used in conjunction with the supply of vacant residential land within each municipality and the achievement of housing targets;
 - c) opportunities for a variety and mix of housing, including high density and mixed uses and the proximity of residential uses to commercial, institutional and industrial service and employment centres and transportation infrastructure;
 - d) potential environmental impacts and opportunities for enhancement, as may be determined by a sub-watershed plan;
 - e) loss of prime agricultural land and mineral aggregate extraction opportunities;
 - f) opportunities for the use of intensification within the existing urban boundary, as an alternative to urban boundary expansion;
 - g) consultation with the public, Area Municipalities, and other government agencies;
 - h) social impacts;
 - i) cost and feasibility of providing a reasonable level of transit service, and the potential to encourage walking and cycling as an alternative to driving;
 - j) capital and operating costs, feasibility of providing and maintaining roads, storm and sanitary sewers, and piped water; and,
 - k) any other servicing costs.
- 3.1.2.4 Update, every five years when Census results become available, Regional population, household and labour force forecasts according to a twenty to thirty year timeframe.
- 3.1.2.5 Monitor the supply of vacant land designated for residential development annually in order to analyze the need for urban designations in the five-year review. In particular the annual monitoring program will measure the achievement of:
- a) a three year supply of lots and blocks in draft approved and registered plans of subdivision;

- b) a ten year supply of land designated for future residential development; and,
 - c) the housing targets established in the Regional Housing Statement.
 - 3.1.2.6 Require every Area Municipal Official Plan to designate a suitable supply of residential land, within the urban designations, for future development according to the provisions of Policy C-3.1.2.5.
 - 3.1.2.7 Monitor, the consumption, availability and suitability of the supply of vacant commercial and industrial land in the Region, and maintain an adequate reserve of vacant land to satisfy anticipated demand.
 - 3.1.2.8 The area in Stoney Creek, south of the Niagara Escarpment and west of Highway No. 20, known as Heritage Green, is limited to a maximum planned population not to exceed 16,500, until additional, appropriate north-south transportation capacity across the Niagara Escarpment has received all necessary final approvals, including financial commitments to permit construction.
- To ensure that traffic problems in this area are avoided, appropriate traffic studies and subsequent road improvements may be required in conjunction with committed development and/or redevelopment.
- If the transportation issue is not resolved by the end of 1996, then the City of Stoney Creek may initiate studies to identify alternative areas to accommodate future growth anticipated for the Heritage Green area, that will not be realized because of this transportation constraint.
- 3.1.2.9 Binbrook, in the Township of Glanbrook, will be a secondary service area and will be provided with municipal services only if the Township of Glanbrook is able to find a method for funding the cost of services which will have no impact on the Regional Capital Budget, or if sanitary sewers are required to remove leachate from the Regional Landfill site in Glanbrook.

3.1.3 Business Parks

Although changing economics and technologies are leading toward the mixing of land uses, there remains a place for Business Parks within the Region. However, their roles and functions are shifting.

Originally established to accommodate the demand for industrial land, business parks have become increasingly attractive to office, retail, and warehouse/distribution uses. Many firms now combine office, production, distribution and retailing functions at the same location. Companies in the fastest growing business sectors require locations where several functions can be accommodated. These sectors include computers/electronics, environmental protection and remediation, large-scale retailing, specialty manufacturing and biotechnology. New and expanding business ventures are becoming more reliant on an intergraded telecommunication network. As a result, the Region should encourage the development of advanced telecommunications systems to service the business parks.

The main function of the Business Parks is to accommodate firms that require relatively low-density sites with the locational or other advantages that come from being in a particular business park. It is intended that Business Parks augment rather than compete with other employment areas in the Region, including established retail and commercial areas in the Regional Centre and mixed use centres. Services and retail facilities located in the Business Parks should be primarily devoted to servicing industrial and business operations and employees. Some flexibility in the policies will permit consideration of mixed uses within the Business Parks. Accordingly, the Region will:

- 3.1.3.1 Designate Business Parks shown on Map No. 1, to accommodate:

- a) a full range of manufacturing, construction, wholesale establishments, truck terminals, research and development uses and office development associated with these uses; and,
- b) service type uses, including hotels, banquet centres and recreational facilities, and land extensive warehouse retail - wholesale uses requiring site and building specifications similar to industrial uses (excluding operations such as department stores, grocery stores and automobile dealerships).

- 3.1.3.2 Permit in Business Parks grouped commercial uses of a retail or service nature such as banks, restaurants and professional offices that will not adversely affect established and/or approved retail areas. Such uses will be directed to locations along major roads or in designated commercial nodes within the business parks.

- 3.1.3.3 Require Area Municipality Official Plans to contain detailed policies that identify the type and locational criteria for permitted commercial uses.

- 3.1.3.4 Consult with the appropriate Area Municipalities to explore and, where feasible,

provide public transit to the Business Parks.

- e) Ancillary and service uses supporting the above.

3.1.4 Airport Business Park

A major area of economic opportunity in the Region is the airport and related activities. The airport is already home to a significant level of cargo/courier operations. The Airport Business Park is well situated to attract firms that need access to airport facilities, and therefore, is to be used primarily for economic activities related to, or heavily reliant on, airport operations.

The Region will:

3.1.4.1 Identify as Airport Business Park, lands to the north and east of the Airport, as identified on Map No. 1, and permit the following uses:

- a) Airport-related commercial uses;
- b) Airport-related uses, including but not limited to: airport transportation and cargo services, light manufacturing or assembly, wholesale and distribution warehouses, storage of non-hazardous materials in enclosed buildings, and communication and utility activities benefiting from proximity to airport services;
- c) High technology industry;
- d) Offices; and,

3.1.4.2 Permit general commercial, business, recreational, entertainment, public, and institutional uses on lands on the west side of Homestead Drive north of Airport Road, to serve the needs of the area residents.

3.1.4.3 Require that the development of Special Policy Area 1 for Airport Business Park purposes (as identified on Map No. 1) be contingent upon:

- a) the need for additional airport related industrial and commercial land; and,
- b) the provision of full municipal services.

Until the Special Policy Area 1 is redesignated as a Business Park, the provisions specified in Policies C 2.1.1 and C 3.2.2 will apply. Such provisions will not preclude development of this area for Business Park activities.

3.1.4.4 Require that the redesignation and development of Special Policy Area 2 for airport-related business uses be contingent upon the following:

- a) the new Highway No. 6 is constructed from Highway

No. 403 to White Church Road;

- b) adequate municipal services, including sanitary sewerage, water supply and stormwater management facilities, are available;
- c) shall be exempt from Regional Official Plan policy which allows consideration of additions to the Urban Area only at the time of the five year Regional Official Plan Review (i.e. Policy 3.1.2.1 and 3.1.2.2).

3.1.5.2 Require that new manufacturing operations, with the exception of those uses permitted in Rural Areas (Policy C-3.2.3), be located within the urban area where full municipal services (piped water and sewage) are available or expected to be available within two years of establishment of the operation.

3.1.5.3 Require that Area Municipal Official Plans include policies which provide opportunities for the revitalization of declining industrial areas.

3.1.5 Manufacturing

Older industrial areas in the Region, specifically the Bayfront Industrial Area in Hamilton, have witnessed decreasing employment levels. Eventually there may be pressure or a need to redevelop this land, either for newer industrial/business uses or for other uses. Therefore, land use plans must begin to reflect this economic restructuring.

One of the keys to economic revitalization is a diverse and flexible manufacturing base. This can be accomplished through opportunities for diversification and provision of serviced industrial land to facilitate the relocation or growth of the Region's existing manufacturing firms.

Accordingly, the Region will:

- 3.1.5.1 Retain and promote areas suitably designated in Area Municipal Official Plans for manufacturing in the Urban Areas of the Region.

3.1.6 Retail

New retail developments, particularly those on a large scale such as new malls, should only be permitted where demand can be demonstrated and existing retail areas will not be adversely affected. To implement these elements, the Region will:

- 3.1.6.1 Direct retail / commercial / office uses to locate in Mixed Use Activity Centres and Corridors, shopping centres and existing and planned retail areas.
- 3.1.6.2 Not approve any proposal for a shopping centre in the Rural Area, outside of a Rural Settlement Area.

3.1.7 Business and Personal Services

Over the period 1982 to 1990, employment in the service sector in Hamilton-Wentworth increased by 22 percent. Some of the largest increases were in business services (64%), finance, insurance and real estate (36%), and accommodation (33%). The location and growth of head offices/branch offices of finance, insurance and real estate firms and business and personal services firms is key to the vitality of the Regional Centre.

To reflect these significant increases the Region will:

- 3.1.7.1 Encourage head offices and large branch offices of finance, insurance and real estate firms serving region wide or specialized interests to locate in the Regional Centre.
- 3.1.7.2 Encourage region-wide or specialized community, business and personal services to locate in the Regional Centre.
- 3.1.7.3 Request Area Municipalities to include policies that permit work at home operations in their Official Plans and zoning by-laws.

3.1.8 Institutional and Public Administration

This Region continues to serve as an institutional centre for a large geographic area, stretching beyond the boundaries of Hamilton-Wentworth. Provincial and

Regional offices, as well as Hamilton's hospitals, McMaster University, Mohawk College, and other educational, training and cultural institutions enhance the economic structure of the Region. These institutions and government agencies not only educate and train, but they supply local employment opportunities and valuable economic spin-offs and are assuming a larger and larger role in employment and economic growth.

As a result, the Region will:

- 3.1.8.1 Review proposals for expansion of existing or the construction of new major institutions schools, universities, colleges, hospitals and other large government and cultural facilities), to determine their effect on the Region and comment accordingly on such proposals.
- 3.1.8.2 Request senior governments to locate their offices, serving Hamilton-Wentworth and areas beyond, within the Region.

3.2 Rural Areas

The Rural Area contains a complex mix of sub-designations (Prime Agricultural Lands, Rural Settlements, Environmentally Significant Areas and Mineral Aggregate Areas), as well as a variety of land uses and activities including residential, commercial, rural Business Parks and the primary activity of farming. In addition, it is recognized that other activities occur in the Rural Areas. These include farm related activities, land extensive uses,

passive, low intensity recreational uses, cemeteries, conservation areas, nature trail systems and other similar uses. While in the past these activities have been scattered throughout the rural landscape, the intent of this Plan is to concentrate development in appropriate areas (generally Rural Settlements), limit rural development and protect agricultural lands.

The Rural Areas are anticipated to accommodate approximately 4% of new households in the Region, to the year 2020.

In addition to residential development, the land uses which occur in the Rural Areas can generally be divided into those related to rural activities and those unrelated to the rural environment. Unrelated uses normally locate in the Rural Areas for economic reasons associated with less expensive land costs and the availability of rural land.

The influx of these unrelated rural uses has changed the role of settlements and hamlets in the Rural Areas. Many settlements have become bedroom communities for commuters to urban employment centres and are less likely to be service centres for the broader rural community. It is important to reestablish the role of rural settlements, as a focus for a variety of uses. The concentration of development in rural settlements will be an alternative to residential development scattered throughout the Rural Areas.

Accordingly, the Plan contains a land use strategy for the Rural Areas that consists of:

- promoting rural settlements as service centres for the rural community;
- restricting non-agricultural uses; and,

- strengthening the rural economy.

3.2.1 Rural Settlement Areas

In order to reinforce Rural Settlement Areas as the focus of rural living the Region will:

- 3.2.1.1 Require that Area Municipalities evaluate the growth potential in terms of rural population/ household growth projections, locational merits, community functions, and physical limitations of the following Rural Settlement Areas:

- FLAMBOROUGH - Beverly Hills, Carlisle, Copetown, Flamborough Centre, Freelon, Greenville, Harper's Corners, Kirkwall, Lynden, Millgrove, Orkney, Rockton, Sheffield, Strabane, Troy and Westover.
- ANCASTER - Copetown, Jerseyville and Lynden.
- GLANBROOK - Woodburn.

- 3.2.1.2 Identify in Area Municipal Official Plans the boundaries of growth for Rural Settlements, based on the evaluation specified in policy C.3.2.1.1.

- 3.2.1.3 Require that Area Municipalities prepare secondary plans for those designated Rural Settlement Areas where growth other than infilling is anticipated.

These secondary plans will include the type and location of land uses, rate and direction of growth, physical and geographic limits of planned development as well as the size and location of lots to be created. Secondary Plans will be processed through amendments to the Area Municipal Official Plans, if required.

3.2.1.4 The need for expansion of a Rural Settlement Area will be considered by amendment to the Area Municipal Official Plans at the time of the Area Municipal Official Plan five-year review.

3.2.1.5 Development within Rural Settlement Areas will conform to the secondary plan, and be consistent with the provisions of this Plan.

3.2.1.6 Residential development within Rural Settlement Areas may occur by means of plans of subdivision, land lease or plans of condominium. Limited development by severance may be permitted if in conformity with the secondary plan and if located in a manner that will not interfere with future development.

3.2.1.7 The establishment of new Rural Settlement Areas is not anticipated. However, should a proposal be

received, it will only be considered by amendment to this Plan, at the time of the five year review.

3.2.2 Rural Land Use

Agriculture will continue to be the predominant use in the rural areas of the Region. In most situations, non-agriculturally related residential, recreational, commercial, industrial and institutional uses will not be permitted outside of Rural Settlement Areas or Rural Business Parks. This will help relieve development pressures on farm land, minimize land use conflicts and competition, and prevent scattered development, which will enhance the sustainability of the rural area.

However, there are limited uses which may be considered in the Rural Area that would not interfere with farming or agricultural lands. These uses must be related to agriculture, use natural resources found in the rural area or provide services to rural residents, and require land extensive holdings and not be suited for locations in the Urban Area. When these types of uses are considered, it must be demonstrated that alternative locations for the use are not available within the Urban Area, or Rural Settlement Areas. Provisions are to be made in the Area Municipal Official Plans for a limited number of these types of uses in the rural area, based on consideration of appropriateness, need to serve the rural community, conformity to the Food Land Guidelines (including the Minimum Distance Separation Formula from the Agricultural Code of Practice), location and potential impacts, and conformity with the principles of sustainable development.

It is recognized that it may be desirable to locate certain municipal/institutional uses such as roads yards, cemeteries and community facilities in Rural Areas where they can best serve the rural community. These types of uses should be directed to Rural Settlement Areas when possible, not take prime agricultural lands out of production or not interfere with farming operations, and must comply with the appropriate provisions of the Area Municipal Official Plan.

In order to meet the priorities of protecting agricultural land, and supporting farming, the Region will:

- 3.2.2.1 Review Area Municipal Official Plans, secondary plans, growth strategies, housing targets and policies on rural subdivisions and severances to ensure they are consistent with household growth projections.
- 3.2.2.2 Require that Area Municipal Official Plans contain policies to limit non-agricultural uses within the Rural Area consistent with the principles of sustainable development, the intent and policies of this Plan, and guidelines of the Province.
- 3.2.2.3 Allow Area Municipal Official Plans to permit non-agricultural, part-time uses (such as but not limited to machine repair, carpentry, woodworking, plumbing, electronics and so on), including home occupations, on a limited scale in

accordance with the following requirements:

- a) the use must be located on a farm and owned and operated by the resident farmer;
 - b) there is no interference with the operation of, or change in the appearance of, the farm;
 - c) outside storage will be limited by the bylaws of the Area Municipality;
 - d) the proposed use must be compatible with adjacent uses;
 - e) the proposed use must comply with the zoning by-law of the Area Municipality; and,
 - f) expansion of this type of use involving new buildings, other employees beyond the immediate family or additional lands, will only be permitted subject to the submission of appropriate documentation to the Area Municipality, which proves that relocation of the use to a Rural Settlement Area, Urban Area, Business Park, or other appropriately zoned site in the Rural Area is not feasible.
- 3.2.2.4 Study the formation of an Agricultural Advisory Committee to advise Regional Council on rural

development; and the possibility of establishing "Anchor Farms" (long term lease of public/private lands for farming operations), as a method of providing stability and reducing development pressures along the urban fringe.

- 3.2.2.5 Create a comprehensive rural/ agricultural database to provide adequate information upon which to base decisions regarding the Rural Area.

- 3.2.2.6 Limit the severance of lands in the Rural Areas as detailed in Policy D-8 of this Plan.

3.2.3 Rural Economic Activity

In addition to the preservation of the rural landscape and lifestyle, the Region also supports the promotion of agricultural viability and the creation of compatible economic opportunities in rural areas.

Although it is the general intention of the Region to direct all industrial and business activities to Urban Business Parks and established industrial areas or retail centres, it is acknowledged that some types of business require a rural location and therefore such employment and economic opportunities may be considered. As a result the Region will:

- 3.2.3.1 Consider in the Rural Area, as shown on Map No. 1, individual commercial and industrial uses only if they are directly related to and

serve the agricultural community or directly utilize the natural resources of the Rural Area. Such uses will not be permitted to locate within the Niagara Escarpment Plan - Natural and Protection Areas, will be directed away from agricultural land, and where possible, will be located within designated Rural Business Parks or Rural Settlement Areas. Such uses will only be permitted in locations where:

- a) ground and surface water resources are not threatened;
- b) adequate transportation services are available;
- c) municipal water or sewer services are not required;
- d) agricultural operations will not be disturbed; and,
- e) the aesthetic and functional characteristics of the rural landscape will not be compromised.

- 3.2.3.2 Permit development of a limited number of dry Rural Business Parks in the Rural Area through designation in the Area Municipal Official Plan, if need is demonstrated. Rural Business Parks will be restricted to sites which are highly accessible and do not contain prime agricultural lands. In addition, Rural

Business Parks will only be permitted in accordance with Policy C-3.2.3.1.

3.2.3.3 Require that development in a Rural Business Park conform to a Secondary Plan adopted by the Area Municipality by way of an amendment to the Area Municipal Official Plan.

3.2.3.4 Direct Area Municipalities to include in their Official Plans policies which recognize and regulate industrial or commercial uses existing in the Rural Area at the date of adoption of this Plan. Such policies must contain provisions to minimize negative impacts on the surrounding areas. In cases where it can be demonstrated that relocation to a more appropriate site is not practical, the Area Municipality may address and allow for the appropriateness and degree of the expansion of such uses.

efficient use will be thoroughly evaluated in determining how the Region will develop in the future.

In order that the infrastructure necessary to sustain anticipated growth be provided, a strategy is required that:

- promotes the planning of municipal services and utilities;
- ensures the provision of utilities such as water supply and sewage treatment, while promoting solid waste reduction;
- creates an integrated transportation system that promotes public transit; ensures an efficient roads network that can accommodate vehicles, pedestrians and bicycles; and enhances the existing air, water and rail transportation networks; and
- avoids the siting of new infrastructure in Environmentally Significant Areas and Hazard Lands whenever possible.

4.1 Transportation Systems Plan and Water and Sewer Plan

In order to properly plan, prepare and provide for future development in a sustainable manner, the Region will prepare an overall twenty year strategy for transportation, water and sewer services to outline general objectives and directions. Furthermore, the details of this strategy will be provided through:

- 4.1.1 A ten year transportation systems and needs plan for the Regional road system; the Regional transit

4 INFRASTRUCTURE

The services which are needed to support the compact urban form envisioned in this Plan will be based on energy efficiency, decreased pollution, recycling, waste reduction, and a commitment to the effective and efficient use of existing systems before consideration is given to infrastructure expansion/extension. Alternatives which allow for reuse or more

systems; and other transit initiatives affecting the Region including, but not limited to, GO Transit and provincial transportation initiatives.

- 4.1.2 A ten year plan for water supply and sewage treatment facilities.
- 4.1.3 Consistency of these plans with the Regional Official Plan, and identification of major transportation, sewer and water projects required to achieve Regional objectives and the timing of their implementation. In addition, the condition of existing infrastructure will be evaluated to develop a strategy for its optimum use.
- 4.1.4 Inclusion of transportation and sewer-water capital facilities in the Region's five year Capital Budget program based on the ten year plans. These plans will be monitored/reviewed annually to make necessary updates.

4.2 Utilities

The physical well-being of the present and future residents of Hamilton-Wentworth depends upon the Region's ability to provide safe water supplies and to dispose of wastes in an effective and environmentally sensitive manner.

It must be recognized that the provision of services can create development pressures in rural areas. To protect lifestyles and develop more compact, efficient communities, it is important that new services do not create pressure for

development and expectations for urban type uses in rural areas.

Provision of these services should facilitate the planned development pattern.

4.2.1 Water Supply and Sewage Treatment

The Region is responsible for providing water and sewage treatment to the urban areas of Hamilton-Wentworth. Measures to conserve water and improve sewage treatment must be continued. To minimize development pressures created by the provision of such services, only Urban Areas will be serviced with water and sewers. Servicing outside the Urban Areas will not be undertaken unless a public health hazard exists which cannot be rectified by any other means.

To provide a sustainable system of water supply and sewage treatment, the Region will:

- 4.2.1.1 Provide an adequate supply of drinkable water and a suitable sewage collection and disposal system to the Urban Areas designated on Map No. 1.
- 4.2.1.2 Prohibit extensions of municipal water and/or sewage pipes outside the Urban Area, except under Policy 3.1.2.9 and/or except when the Medical Officer of Health identifies an urgent public health need and there are no viable alternatives to rectify the situation.

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| <p>4.2.1.3 Consider communal service systems under the following conditions:</p> <p>a) The Region will not accept any further development which requires separate communal services, either sewage disposal or water supply, unless it can be demonstrated that the proposal is consistent with directions of Vision 2020 and/or significant in terms of a contribution to the Regional economy and unique concerning its location requirements.</p> <p>b) Where the Region approves a proposal which requires the installation or corrective substitution of a communal system, the Region will only assume responsibility for the operation of communal systems designed and built to Regional specifications and operated exclusively by the Region from the date of installation. The Region will recover its actual costs and its overhead costs from the beneficiaries of the communal system.</p> | <p>Council considers that an adequate level of water supply or waste water treatment capacity exists.</p> <p>Connections to these extensions in the Rural Areas will not be permitted unless a connection is required to resolve a health hazard identified by the Medical Officer of Health.</p> <p>A servicing connection will be considered for the western portion of the Pleasant View area in Dundas, to accommodate clustering of development, provided the general open space character of the area, as articulated in the Parkway Belt West Plan, is maintained. The Dundas Official Plan will specify policies concerning the form and density of clustering, as well as open space requirements.</p> |
| <p>4.2.1.4 Permit water and sanitary sewer extensions to service urban areas within or outside the Region, when Regional</p> | <p>4.2.1.5 Undertake conservation measures to reduce the combined municipal water use of households and businesses.</p> <p>4.2.1.6 Investigate a water user fee which reflects full cost recovery for both capital and operating expenses.</p> <p>4.2.1.7 Improve the quality of effluent discharged from the sewage treatment plants into Hamilton Harbour and Cootes Paradise by:</p> |

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| <ul style="list-style-type: none"> a) aiming to eliminate entry of toxic and harmful contaminants into sewers; b) investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge; c) using by-products of the sewage treatment plants where possible; and, d) preparing an annual monitoring report on the characteristics of discharge. | <ul style="list-style-type: none"> 4.2.2.1 Prepare a Comprehensive Municipal Pollution Prevention Management Plan within two years of the approval of this Plan, which incorporates waste reduction strategies such as reduction, reuse and recycling. 4.2.2.2 Maintain a landfill site that is efficiently designed and operated to protect the environment and public health. 4.2.2.3 Require an amendment to this Plan for the establishment and operation of any new landfill facility in Hamilton-Wentworth. |
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4.2.2 Solid Waste Management

The waste produced in the Region is disposed of by means of landfill, incineration and recovery or recycling. The efficiency, ecological sensitivity and long-term sustainability of the two main methods of management (landfill and incineration) are questionable.

Reduction, reuse and recycling of materials must be a high priority. Focusing public and private energy and resources towards these areas will reduce the amount of waste and will be more sustainable and environmentally beneficial.

Waste disposal must be managed with an emphasis on minimizing environmental impacts. The burden of cost for the management of waste should be placed on those responsible for the generation of waste, by means of a user pay system.

To reduce waste and minimize environmental impacts of disposal, the Region will:

In evaluating such an amendment, consideration will be given to applicable provisions of this Plan and Area Municipal Official Plan and among other matters, to social, public health, environmental, transportation and financial impacts, as well as issues related to need and provision of Regional services.

This policy will not apply to the disposal of waste on the same property where it is generated, subject to pertinent Provincial legislative requirements.

- 4.2.2.4 Establish disposal and transfer facilities to efficiently serve the citizens of the Region in the most

economically and environmentally acceptable means possible.

- 4.2.2.5 Co-ordinate, in co-operation with the Area Municipalities, the collection and haulage of solid waste to Regional transfer/disposal facilities.
- 4.2.2.6 Establish procedures and programs that encourage waste reduction, reuse and recycling options, and promotes the development of these options by the private and public sectors.
- 4.2.2.7 Continue with a comprehensive public education campaign to enhance the public's understanding of waste and waste reduction.
- 4.2.2.8 Promote and cooperate with private sector programs to recycle solid waste.
- 4.2.2.9 Investigate alternatives to incineration as a method of waste management with the long term goal of eliminating incineration.

4.2.3 Transmission Facilities

This Region is traversed by all types of transmission facilities and corridors which affect agricultural lands, environmentally significant areas, parkland and residential developments. While these facilities are vital, it is important to ensure that the transmission corridors are efficiently

designed and constructed in an ecologically sensitive manner.

The Region will:

- 4.2.3.1 Participate with public and private utility companies and Area Municipalities in establishing future routes for power lines/pipelines, to ensure that the impacts of these routes and transmission facilities on the environment and residents of the Region are minimized.
- 4.2.3.2 Promote the multiple use of transmission corridors by utility companies.
- 4.2.3.3 Require, where feasible, that transmission corridors and similar easements be utilized for secondary purposes, such as but not limited to recreation, agriculture or reforestation.

4.3 Integrated Transportation System

The movement of people and goods is vital to the prosperity of this Region. An integrated transportation system (combining transit, vehicles, bicycles, air and water transport and pedestrian movements) is required which stresses easy pedestrian, transit and vehicular access to all basic needs and supports a sustainable development pattern.

Because there is a direct link between land use planning (densities, mix and proximity of uses) and transportation, emphasis will be placed on accessibility and reducing

reliance on the automobile by promoting alternative modes of transportation, such as public transit, walking, and cycling to all urbanized areas of the Region.

The Region must ensure efficient use of existing transportation resources and infrastructure and the best utilization of available public funds to provide a fully integrated transportation system.

4.3.1 Road Network

Even as alternative modes of transportation are increasingly utilized, the road network will remain an essential element of the integrated transportation system. In addition to the safe and efficient movement of people and goods, roads provide transit corridors and rights-of-way for municipal services, utilities and emergency vehicles. Accordingly, efforts must be made to ensure that roads are maintained and improved to sustain the integrated system envisioned for this Region.

The Region will:

4.3.1.1 Adopt the road system shown on Map No. 6, as the framework necessary to support the land use strategy defined by this Plan.

4.3.1.2 Classify public roads in the Region by function to assist the planning and implementation of road operation, improvement and maintenance programs. Full or partial control of abutting land uses shall be required when development warrants such action and when

alternative access can be provided. The road system classification is shown on Map No. 6, and identified as follows:

- a) Inter-regional Highways - strategic links in the road network with a primary function to carry long distance traffic into, out of, and through the Region;
- b) Red Hill Creek Expressway is a Regional Road linking Hwy #403 in the west to the QEW in the east.
- c) Arterial roads - strategic links in the road network needed to carry relatively high volumes of long distance traffic within, between or through Area Municipalities, and/or to provide access past major geographic barriers and to inter-regional highways; and,
- d) All other public roads not designated on Map No. 6, under the preceding classifications will be classified as either arterial, collector or local roads in the Area Municipal Official Plans.

4.3.1.3 All municipal road projects are subject to the Class EA for Municipal Roads Projects.

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| 4.3.1.4 | Permit the re-classification of an existing road without an amendment to this Plan. | |
| 4.3.1.5 | Establish basic right-of-way widths for arterial roads as follows: <ul style="list-style-type: none"> • 60 metres (approximately 200 ft.) - when there is complete control of access to abutting land use. • 26 - 36 metres (approximately 86-120 ft.) - when there is only partial or no control of access to abutting land use. | Planning Act, when that property is to be developed or redeveloped; or by means of purchase or otherwise, when Council determines such action to be necessary. |
| | | 4.3.1.9 |
| | | Require that priorities be established for major improvements in the road system, consistent with official plan policies and the ten year transportation system plan (Policy C-4.1.1). |
| | | 4.3.1.10 |
| | | Maintain and regularly monitor an efficient system of designated truck routes throughout the Region, utilizing portions of the arterial road system. |
| 4.3.1.6 | Through secondary or neighbourhood plans, establish and protect rights-of-way in undeveloped areas or areas planned for extensive redevelopment, up to the limits of the minimum width, except where specific regulations require a greater right-of-way. | 4.3.1.11 |
| | | Require the use of landscaping and other techniques that minimize the visual and noise impacts from roadways on adjacent residential development or in the immediate vicinity of existing or proposed arterial roads. |
| 4.3.1.7 | Undertake special studies in developed areas to determine practical rights-of-way that can serve the traffic requirements along the road, while minimizing negative impacts on existing development. | 4.3.1.12 |
| | | Consider the following in the establishment of the right-of way and the design of new roads and the reconstruction of existing roads: |
| | | a) |
| 4.3.1.8 | Acquire property abutting an arterial road by means of dedication, in accordance with the provisions of the | requirements for pedestrian movements along and across the roadway including provisions in the right-of-way for adequate sidewalks, centre median pedestrian |

- refuges, wheel-chair ramps, and cross walks;
 - b) demands for bicycle use along the roadway. Where indicated in the Regional Bicycle Commuting Network Plan (as may be revised from time-to-time), sufficient bicycle facilities will be provided if possible;
 - c) impact of the road and traffic on surrounding land uses;
 - d) use of the rights-of-way as a location for trees and plants that reduce dust movement and improve air quality; and
 - e) impact of the roadway on historical, cultural and recognized archaeological resources.
- 4.3.1.13 Require that Area Municipalities circulate to the Region, in the early planning stages, all development or site plans in areas adjacent to Regional roads.
- 4.3.1.14 Designate a system of scenic drives with the co-operation of Area Municipalities, and prepare a scenic road map for distribution through tourist information centres and other appropriate agencies. Similarly, information on scenic cycling routes and attractions will be prepared to promote bicycle tourism.
- 4.3.1.15 Identify the Hwy. #5 By-pass Corridor around Waterdown as a possible location for a new Provincial road. The actual alignment for the roadway within this study corridor will be determined through an environmental assessment.
- 4.3.1.16 Identify the Fruitland Road Mountain Access Corridor on Map No. 6. The need, for this proposed roadway will be determined as part of the Regional Transportation Review.
- 4.3.1.17 Determine, in conjunction with a secondary planning exercise undertaken by the Town of Ancaster, the alignment of Glancaster Road north of Hwy. #53 and Stone Church Road east of Southcote Road. These alignments, wherever possible, shall avoid the Tiffany Creek Headwaters Environmentally Significant Area.
- 4.3.1.18 Approvals have been received for the construction of the Red Hill Creek Expressway as shown on Maps No. 1 and 6 of this Plan. Nothing in this Plan shall preclude the construction of this roadway through the Red Hill Creek Valley.
- 4.3.1.19 Require Area Municipalities to include in all development

plans provisions for sufficient off-street loading/unloading and parking for all new development adjacent to Regional roads.

- 4.3.1.20 Require, when a property is located in a Site Plan Control Area (as defined under the respective Area Municipality Official Plan), that the following provision apply:

- a) the Area Municipality will require as a condition of Site Plan and/or redevelopment approval, the dedication of property abutting certain arterial roads to accommodate future rights-of-way widths.
- b) the Region will require the dedication of these road widenings as conditions of approval for plans of subdivision and land severance.

4.3.2 Public Transit

The use of public transit has environmental advantages over the automobile, such as reduced emissions and traffic congestion. Its promotion will involve a collective effort from public and private sectors, business, and individuals.

With improved access to viable alternative forms of travel, the residents of this Region will be able to access work, school, and recreation facilities in a more efficient, environmentally sensitive, and eventually

more economical manner. Public transit as the major alternative will form a significant portion of the overall transportation system.

The public transit system should be affordable, efficient, convenient and accessible, stressing easy access to activity areas. Transit service must be provided at a level sufficient to move people throughout the urbanized area of the Region and especially into the Regional Centre in downtown Hamilton. Inter-city commuter transit connections to the Greater Toronto Area must also be enhanced as an essential component of the public transit system. To attain this system, the Region will:

- 4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the automobile.
- 4.3.2.2 Investigate expansion of the Urban Transit Area boundary to include the entire urban area designated in this Plan, and add any new areas designated urban through subsequent amendments to this Plan.
- 4.3.2.3 Plan and operate the urban transit system, so that:
 - a) The Regional Centre is the primary focal point of transit service, with an appropriate level of service and degree of accessibility;
 - b) The Mixed Use Centre on Hamilton Mountain (Limeridge Mall) is a focal point for transit service

- above the escarpment, with appropriate connections to downtown Hamilton;
- c) The eastern Mixed Use Centre in the Region (Eastgate Mall) is a focal point for transit service to east Hamilton and that part of Stoney Creek below the escarpment, with appropriate connections with downtown Hamilton; and,
 - d) The public transit system will allow opportunities to generate 100 trips/person/year.
- 4.3.2.4 Investigate and implement bus priority measures and bus only lanes where conditions warrant and request Area Municipalities to do the same, for high traffic local and collector roads under their jurisdiction.
- 4.3.2.5 Cooperate with the Area Municipalities in their development of parking policies and facilities that support the transit system in their Municipal Centres.
- 4.3.2.6 Consider public transit as an integral part of planning for major new residential development and all new commercial and employment centres in the Urban Areas of the Region. Accordingly, Area Municipalities will provide policy guidance through their Official Plans.
- Where deemed appropriate, secondary plans for such areas will include provisions for safe, convenient and direct pedestrian access to the public transit system. (Also refer to Policy C-3.1.1.8)
- 4.3.2.7 Promote the concentration of high density residential development in the immediate proximity of major transit corridors and transfer points in the transit system.
- 4.3.2.8 Promote commuter transit connections between downtown Hamilton, the Airport and adjacent municipalities outside the Region.
- 4.3.2.9 Encourage the Ministry of Transportation to coordinate with the Regions of Halton and Hamilton-Wentworth, further expansion of GO Transit service into the Greater Toronto Area.
- 4.3.2.10 Develop and implement a long term comprehensive plan for improvement to special and regular transit services, to address the needs of the elderly and people with disabilities.
- 4.3.3 Bicycling**
- An increased interest in bicycle use for commuting and recreation has occurred in

Hamilton-Wentworth. This trend also promotes a reduction in pollution, energy conservation, and cost savings, as well as significant health benefits. As a result, the Region acknowledges that cycling is an essential form of transportation for many residents and will:

- 4.3.3.1 Ensure implementation of a Regional Bicycle Commuting Network Plan. (Appendix Map No. 2)
- 4.3.3.2 Request that Area Municipalities, in the processing of neighbourhood or secondary plans, plans of subdivision and site plans, make provisions for land use patterns and design features which accommodate all types of cycling in a safe and efficient manner.
- 4.3.3.3 Ensure that where warranted and appropriate, road designs incorporate provisions for bicycle only lanes, bicycle paths or other means of separating bicycle traffic from other modes of transport.
- 4.3.3.4 Investigate methods for transporting bicycles on public transit vehicles, and secure bicycle parking at appropriate terminal and transfer points.
- 4.3.3.5 Provide adequate bicycle parking facilities at its public administrative buildings and transit transfer points.

- 4.3.3.6 Require Area Municipalities to make revisions to appropriate zoning by-laws to include a required minimum provision for bicycle parking in high activity areas and at public buildings.

- 4.3.3.7 Request the Province of Ontario, and other agencies to assist initiatives to encourage bicycling.

4.3.4 Pedestrian Movement

As a mode of travel, walking has been relegated to mainly a recreational activity. Existing land use patterns and the almost total reliance on the automobile are major contributors to this trend. However, the development of mixed use areas, increased use of transit and the emergence of a health conscious society, indicate the need for new approaches, emphasizing walking as an important facet of our sustainable lifestyle. Pedestrian movement should be encouraged by establishing land use patterns and street designs that facilitate walking to work and other activities.

The Region encourages Area Municipalities and will itself endeavour to:

- 4.3.4.1 Design safe, pedestrian friendly streets, where:
 - a) the streetscape is visually appealing and makes walking more inviting;
 - b) weather protection is provided by store fronts with overhangs to shelter people;

- c) the placement of objects which will impede pedestrian movement is discouraged;
- d) motor vehicle traffic is reduced or eliminated by design or other means in areas of high pedestrian activity;
- e) there are exclusive pedestrian links in areas of high pedestrian activity and vehicular traffic;
- f) vehicular and pedestrian traffic are distinctly separated; and,
- g) adequate street lighting is provided.

4.3.4.2 The Region will encourage the Area Municipalities to improve sidewalk construction and design standards to ensure that:

- a) sidewalks continue into shopping areas, recreation areas and other similar public complexes;
- b) sidewalks are of a sufficient width to comfortably accommodate pedestrian traffic; and,
- c) sidewalks can be easily used by disabled persons; e.g., provision for intersection ramps needed by wheelchair assisted travellers.

4.3.5 Air

Hamilton Airport located in the Township of Glanbrook is a major economic opportunity for this Region. Combined with the Airport Business Park, it will form an area of significant employment and economic activity. Hamilton Airport is recognized as a valued transportation facility in the Region and an important link in the movement of goods and people.

The Region will:

- 4.3.5.1 Support the Federal Government and airline companies in providing adequate airline and airport service to the residents and businesses in the Hamilton-Wentworth Region.
- 4.3.5.2 Provide, when demand warrants, an express transit link between the Regional Centre and the Hamilton Airport.
- 4.3.5.3 Minimize future conflicts between the operation of the airport and surrounding land uses. Under this policy the affected Area Municipalities will be required, in their Official Plans and zoning regulations, to apply noise exposure forecast contours (Federal Department of Transport) and guidelines for development in the vicinity of airports (Provincial Ministry of Municipal Affairs) so that:

- a) No new residential uses are developed within areas exposed to noise disturbance levels at 35 NEF or greater; and
- b) All new development permitted within areas exposed to noise disturbance levels of 28 NEF or greater, will be required to be insulated for noise, in accordance with the standards of the Provincial Ministry of Housing.

4.3.5.4 Restrict development that is noise or land use sensitive to airport operations, or will limit the opportunities for expansion of airport operations. The Glanbrook and Ancaster Official Plans will incorporate policies to identify this airport influence area and refine land use limitations. This area will be bounded by Hwy. #53 and Twenty Road on the north, Trinity Road on the west, Carluke and White Church Roads on the south, and Miles Road on the east, excluding the Mount Hope Urban Area, Airport and Duff's Corners Business Parks.

4.3.6 Water

Hamilton Harbour is recognized as a valued transportation facility, a significant industrial area, and an important link in the

movement of raw materials and finished goods to and from the Region.

The Region will:

- 4.3.6.1 Ensure adequate road access is provided to the Port of Hamilton to allow for the effective and efficient use of harbour facilities and services.
- 4.3.6.2 Support the Federal Government and the Hamilton Harbour Commissioners in efforts to provide services for the Port of Hamilton that are consistent with the economic and environmental goals of the Region.

4.3.7 Rail

The function and location of the railway systems has altered in recent years. However, in many instances, the use of rail transportation is still an efficient method of moving goods and people.

The Region will:

- 4.3.7.1 Support railway companies in providing service to the residents and businesses in Hamilton-Wentworth.
- 4.3.7.2 Request that railway authorities provide adequate fencing, landscaping and noise abatement measures, in accordance with the requirements of the

applicable federal acts, to minimize detrimental impacts of railway operations to adjacent residential and other types of development.

- 4.3.7.3 Limit new residential development in areas adjacent to or in the immediate vicinity of railway lines, except where visual, noise and safety impacts of the railway operation can be reduced to levels acceptable to the Ministry of the Environment and Energy.
- 4.3.7.4 Support the acquisition of abandoned railway rights-of-way by public authorities, for transportation facilities, utility corridors, bicycle and foot paths, outdoor recreation, reforestation, open space and greenway links.

PART D

IMPLEMENTATION

There are many actions needed to fulfil the intent of this Plan. This part of the Plan identifies the means by which policy directions will be undertaken to ensure the successful implementation of this Plan.

1 REGIONAL RESPONSIBILITIES

The Planning Act, the Regional Municipality of Hamilton-Wentworth Act, the Regional Municipalities Act and the Municipal Act establish in general terms, the division of responsibilities within the Regional structure. These responsibilities have significant impacts on the Region and the Area Municipalities. Therefore, to avoid confusion, it is important that those areas which require Regional involvement be clearly identified. The following items outline the ways by which the Region intends to fulfil its mandate and will be used to evaluate new issues to determine the extent of Regional involvement.

As a result, the Region will be responsible for the following:

- 1.1 Matters in which the Region has a direct legislated or delegated responsibility;
- 1.2 Issues which have been identified in Provincial Policy Statements or Guidelines as significant and require Regional involvement;
- 1.3 Matters which involve more than one Area Municipality;

- 1.4 Areas where the Region provides a coordinating function for actions or activities, (eg. Regional task forces); and,
- 1.5 Matters where the Region can provide a specialized service, not readily available at the Area Municipal level, (eg. economic development services and social services).

2 CITIZEN PARTICIPATION

Public involvement is a vital part of decision-making. In recognizing the importance of public input, the Region will, whenever possible, implement alternative methods of public consultation beyond the statutory requirements of the Planning Act. As a specific method of obtaining public input in the planning process and in amendments to this Plan, the Region will implement the following:

- 2.1a) The Economic Development and Planning Committee will hold public meetings regarding proposed Amendments to this Plan and circulate the document for comments, in accordance with the provisions of the Planning Act. Subsequently, the Committee will make a recommendation on the proposal to Regional Council.
- b) Where the proposed Amendment is site specific in nature and will have

limited impact, notice of a public meeting may be provided by personal service or prepaid mail to every owner of land to which the Amendment applies and to every owner of land within 120 metres of the area to which the proposed Amendment would apply.

Otherwise, notice of a public meeting regarding a proposed amendment will be placed in a newspaper, which has a sufficiently large circulation to give notice to the public that may be affected by the proposed Amendment.

c) The following notice period for public meeting will apply:

- i) Where a proposed Amendment is considered to have major Regional significance, a minimum 30-day notice period will apply;
- ii) A minimum notice period of 14 days will apply where:
 - the proposed Official Plan Amendment is considered minor with only localized implications; or
 - the Economic Development and Planning Committee has caused to be held a previous public meeting or open house to explain its background and solicit public response; or
 - an Area Municipality has held a public meeting similar in nature and associated with

a proposed Amendment to this Plan; or

- the proposed Official Plan Amendment implements approved Provincial Policy Statements or regulations.

- iii) Where a minimum 14-day notice period is given, and through the public meeting, concerns are expressed which are significant in nature, a further period of 14 days will be given to those persons expressing concern to allow them to further document their positions.

3 PLAN REVIEW

In order to meet the needs of the citizens of this Region, respond to new issues and changing environmental, social and economic conditions, it will be necessary to review the basis and policies of this Plan regularly. Therefore, the Region will:

- 3.1 Conduct a systematic and comprehensive review of this Plan, at regular intervals of five years, to ensure that policies remain realistic and responsive to changing environmental, social and economic conditions. As a result of a review, this Plan will be amended, if necessary.

4 PLAN INTERPRETATION, AMENDMENTS AND BOUNDARIES

- 4.1 The text and maps contained in Parts A, B, C, and D constitute the Official Plan for the Region of Hamilton-Wentworth.
- 4.2 In a case of a discrepancy between text and the related map, policy statements will take precedence.
- 4.3 Each of the policy sections contained in this Plan is preceded by an introduction, statement of intent or preamble, which must be read in conjunction with the policies in those sections, as well as other related policies elsewhere in the Plan. These statements have the same force and effect as the policies of the Plan.
- 4.4 A change to or any proposal which conflicts with Parts A, B, C, or D of the Plan will require an amendment to the Plan. One of the major considerations in the evaluation of proposed amendments will be conformity with the principles of sustainable development as set out in the definitions section of this Plan.
- 4.5 To assist in the interpretation and implementation of this Plan, an Implementation Guide is to be prepared. This Guide is to be a separate document (not a part of the legal text of the Official Plan), containing a set of explanations, directions and procedures to be used by Regional and Area Municipal staff, consultants, developers and the general public to better understand, interpret and implement the new Official Plan.
- 4.6 The boundaries of the areas identified on Map No. 1, will be considered fixed where bounded by public roads, lot and/or concession lines or by clearly definable physical features. Where not so identified, boundaries may be adjusted through the Area Municipal Official Plan to the nearest natural or man-made physical feature (such as but not limited to a major watercourse, waterbody, escarpment face, hydro-corridor, road right-of-way or railway right-of-way) or a property or lot line, or concession line without amendment to this Plan.
- 4.7 The outer boundaries of the Niagara Escarpment Plan as identified on Map No. 3, are fixed and can be changed only by an amendment to this Plan and the Niagara Escarpment Plan. The interpretation of internal boundaries will be in accordance with Policy D-4.4, of this Plan. Interpretation of less definite internal boundaries will include the most detailed or up-to-date information and site inspections in conjunction with evaluation by the Niagara Escarpment Commission.
- 4.8 This Plan is not intended to override any proposal, program, project or agreement approved under pertinent legislation, prior to approval of the Plan.

- 4.9 During the review of this Plan (prior to its approval by the Province), various proposals, through formal applications, may come forward that have not been anticipated within the policies of this Plan. If Regional Council, after appropriate consultation, approves these applications, they may be incorporated into this Plan through modification.

5 CONFORMITY OF AREA MUNICIPAL OFFICIAL PLANS

Subsequent to the approval of this Plan by the Province, The Planning Act requires that the Official Plans and By-laws of Area Municipalities be brought into conformity with this Plan. Therefore, the Region will:

- 5.1 Consider the following criteria in determining conformity of Area Municipal Official Plans to this Plan:
- a) Consistency with provision/distribution of Regional population, employment and housing projections;
 - b) Consistency with Urban Area and Rural Settlement Area Boundaries and the criteria under which changes to those boundaries are to be evaluated;
 - c) Application of the principles of sustainable development (Policy D-11.18);
 - d) Conservation, protection and management of the Region's natural

resources, environment and heritage; and,

- e) Efficient utilization of Regional Services (e.g. sewer, water, transit, etc.) for which the Region has statutory responsibility.
- f) Other relevant criteria which may be appropriate for a conformity exercise.

- 5.2 Permit Area Municipalities through their Official Plans and secondary plans, to include policies more detailed or restrictive than those contained in this Plan, provided such policies are consistent with the general intent and provisions of this Plan.

6 SECONDARY/ NEIGHBOURHOOD PLANS

Urban Areas are designated on the basis of the need for urban land to the year 2020. Municipal services are expected to be extended in a planned manner to meet anticipated demands during this period. Therefore, the Region will:

- 6.1 Request that Area Municipalities continue the preparation and updating of detailed secondary and/or neighbourhood plans for the Urban Areas and Rural Settlement Areas. Regional approval for subdivisions, conveyance of land or other forms of development will be given only if the proposal is in conformity with the relevant Area Municipal Official Plan, secondary plans and the policies of this Plan.

7 DEVELOPMENT APPROVALS

The Region has been delegated powers of approval for Area Municipal Official Plans and amendments thereto, plans of subdivision, plans of condominium, and part lot control by-laws. In exercising authority in these areas, the Region will:

- 7.1 Facilitate and expedite, in conjunction with the Area Municipalities and affected agencies, the development approval process by:
 - a) investigating and implementing measures to eliminate duplication, consolidate responses, and reduce time delays;
 - b) enforcing reasonable deadlines;
 - c) encouraging proponents of development proposals to consult with staff prior to the submission of applications; and
 - d) monitoring approval processes and setting timeframe targets for processing applications.

8 LAND SEVERANCE

The severance or division of land within the Rural Areas and in particular on prime agricultural lands, is generally inconsistent with the principles of sustainable development. This type of development takes agricultural land out of production and can contribute to conflicts or land use competition which interfere with the primary agricultural activities in the Rural Area. Accordingly, residential development will be concentrated in Rural Settlement

Areas. Regional land severance policies, as set out in this section, will be applied by the Regional Land Division Committee in rendering decisions on severance applications. Therefore, the Region will:

8.1 General Policies

- 8.1.1 Require that Area Municipal Official Plans contain detailed policies consistent with the policies in this Plan, which limit consents in the Rural Area and on prime agricultural lands and direct severance activity to Rural Settlement Areas. The Area Municipal policies will also provide locational criteria for those types of consents permitted in the Rural Area (including infill lots, with a maximum separation distance of 200', which create only one new lot) and prohibit consents in Environmentally Significant Areas, and hazard lands.

In addition, policies related to Rural Settlement Areas, mineral aggregate areas, separation distances from watercourses, the Agriculture Code of Practice, consolidation of agricultural lands, surplus farm houses, continued farm viability and lots limited to appropriate size of intended use must be incorporated into the Area Municipal Official Plans. (Also refer to Policy C-2.1.1.5)

Policies in the Area Municipal Official Plans for Urban Areas (with the exception of Binbrook) will only permit consents where full municipal services are

available, or will be available within two years and will not interfere with planned development.

- 8.1.2 Consider consents for the correction of previous conveyances or acquisition of land by a public body, provided new building lots are not created and any proposed consent complies with other applicable policies in this Plan, and the Area Municipal Official Plan.

8.2 Specific Policies

In addition to the detailed policy statements contained in the Area Municipal Official Plans, the Region will:

- 8.2.1 Establish a minimum lot size in the Rural Area of .4 hectares (approximately 1 acre). A larger lot size may be required by the Regional Public Health Services Department depending upon soil and site conditions or the findings of a hydrogeological study. A potable ground water supply must be available for the intended use of the land.
- 8.2.2 Require that any parcel severed in the Rural Area be located on the portion of the applicant's land where it will have the least impact on farming and in a location which does not create an infilling situation.
- 8.2.3 Require that any severed parcel fronting on an arterial road is able to accommodate a driveway having safe site distances.

8.3 Prime Agricultural Lands

The preservation and enhancement of farming and agricultural lands, are vital components of the sustainable future envisioned for this Region. Retention of the agricultural land base in large parcels to maintain viability and flexibility (as identified in the Food Land Guidelines) is fundamental.

Therefore, to protect Prime Agricultural Lands, the Region will:

- 8.3.1 Consider only one consent for farm related residential purposes from a viable farm operation where:
- a) the applicant has owned, resided on and actively farmed the property as a primary business activity for the last 10 years;
 - b) no consent for farm related residential purposes, has been granted from the property since June 1980;
 - c) the remaining property is a viable farm operation and not less than 18 hectares (approximately 45 acres) in size, unless the farm is a specialized operation and considered viable under Policy D-11.19 in this Plan; and,
 - d) the application complies with other applicable policies in this Plan and the Area Municipal Official Plan.

Once a consent has been granted under this policy, even if the farm operation involves multiple, separate properties which are farmed as part of the overall operation, no further farm related

residential consents will be considered from the lands which are part of the farm operation.

8.4 Rural Lands

Some rural lands (areas having soil Classes 5, 6, 7 and 0, as defined in the Canada Land Inventory) may not be as valuable for agricultural production as prime agricultural lands, but they may contain viable farming operations and are still important to the rural area and landscape. These lands tend to be more tolerable of intrusions of very limited residential activities. The Region will:

8.4.1 Consider a residential consent from lands, in areas having soil Classes 5, 6, 7 and 0, which are not part of a viable farming operation, if the applicant:

- a) has a property of at least 18 hectares (approximately 45 acres);
- b) has owned the property for at least 10 years;
- c) has had no consents granted from the land since June, 1980; and,
- d) has an application which complies with other applicable policies in this Plan and the Area Municipal Official Plan.

8.5 Escarpment Natural, Protection and Rural Areas of the Niagara Escarpment Plan

8.5.1 Within the Escarpment Natural, Protection, and Rural Areas, as

identified on Maps No. 3, 3a and 3b, only the following types of consents may be considered:

- a) the correction of previous conveyances, enlargement of existing lots, or creation of new lots through acquisition by a public body provided no new building lot is created.
- b) re-creation of original lots along original Township lot survey lines, or creation of 40 hectare (100 acres) lots along half-lot lines where the original Township lot is 80 hectares (200 acres); and
- c) a lot for a farmer retiring from active farming life in accordance with policy 8.3.1 of this Plan, and subject to the new lots policies of the Niagara Escarpment Plan.

8.5.2 Within the Escarpment Rural Area, consents may be considered in accordance with the applicable policies of this Plan.

9 WATERSHED/SUBWATERSHED PLANNING

Urban drainage planning activities have traditionally focused on the need to provide safe and efficient movement of storm water from urban areas. However, over the past two decades, there has been an increased awareness of the adverse impacts associated with designing systems to simply move water as fast as possible away from developed areas to receiving water bodies. As a result, recent master drainage plans/ subwatershed plan techniques have evolved to address both

traditional flooding and drainage issues and broader issues involving pollution control, habitat protection and enhancement, soil erosion, groundwater protection and the identification and preservation of ecologically-sensitive landscapes.

Subwatershed planning is a desirable process to be utilized in advance of or in conjunction with neighbourhood or secondary planning to produce more environmentally sensitive forms of development.

Therefore, the Region will:

- 9.1 Require Area Municipalities, in conjunction with the appropriate Conservation Authorities, Ministries of Natural Resources and Environment and Energy, and the Region, to determine the need for subwatershed planning.
- 9.2 Where it is determined that subwatershed planning will benefit the formulation of new neighbourhood and/or secondary plans, in terms of protecting and enhancing environmental features, require the Area Municipality in conjunction with the appropriate Conservation Authority to prepare a subwatershed implementation program.
 - a) Such a program will identify priority areas, terms of reference for specific plans, and methods to finance preparation of such plans including imposition of development charges.
 - b) Prior to the establishment of such programs, the Region, through its

development review and approval authority, may require the preparation of subwatershed plans for major site specific development proposals, with the preparation of such plans at the expense of the proponent. Before a decision is made by the Region to have such a plan approved, the Region will consult with the appropriate Area Municipality and Conservation Authority.

10 FISCAL RESPONSIBILITIES

Funding to facilitate Regional responsibilities will reflect the Region's commitment to sustainability. This will be accomplished through maximum use of existing Regional facilities and resources, efficient delivery of Regional services, provision of funds to implement the policies of this Plan, and a long term commitment to "pay as you go" capital financing. Accordingly, the Region will:

- 10.1 Undertake capital works, for which the Region is responsible, in accordance with a Five Year Capital Works program, which will comply with this Plan and be updated annually.
- 10.2 Require that no public work be undertaken that does not conform with this Plan.
- 10.3 Require that Area Municipal capital works be in conformity with this Plan, the Area Municipal Official Plan, and a Five Year Capital Works program.

11 DEFINITIONS

11.1 Communal System

A water supply, or sewage treatment system that serves more than one physically separate residential unit or use, and is separate from the Region's central system.

11.2 Conservation Authorities

The Hamilton Region Conservation Authority, the Grand River Conservation Authority, the Niagara Peninsula Conservation Authority, and the Halton Region Conservation Authority.

11.3 Environmentally Significant Areas

Areas which meet at least one of the following criteria:

- a) the biophysical characteristics of the area serve an important ecological function such as providing a migratory stop-over for wildlife or linking with other natural areas;
- b) the biophysical characteristics of the area serve an important hydrological function such as recharging groundwater supplies, protecting groundwater quality, regulating stream flow or maintaining surface water quality;
- c) the area exhibits a high diversity of biotic and abiotic features relative to its size and in the context of Hamilton-Wentworth;

d) the area encompasses earth science features and/or natural biotic communities which are considered rare or poorly represented from a national, provincial or regional perspective;

e) the area contains one or more natural biotic community which is considered rare or poorly represented from a national, provincial, or regional perspective; and/or,

f) the area provides habitat for species which are considered rare, threatened or endangered from a national, provincial or regional perspective.

Or areas that have been designated as Provincially Significant Wetlands on the basis of the Provincial Policy Statement.

11.4 Farm

Land which is operated and used for the production of food and/or agricultural goods.

11.5 Farmer

A person who operates, resides on and owns a viable farm operation and whose principal activity is the production of food and/or agricultural goods.

11.6 Farm Related Residential Lot

A retirement lot for a bonafide farmer so long as the farmer retains a residential lot with the exiting farm

dwelling and continues to live therein and conveys the remaining lands; or the farmer retains a residential lot to build a retirement dwelling for himself, and conveys the farm including the existing farm dwelling; or,

A lot to a child of a bonafide farmer so long as the child's assistance is essential to the farming operation as his or her principle activity.

However, the applicant is encouraged to construct a second residence on the farm in accordance with regulations rather than severing a lot, in order to retain the land and the residence as an asset of the existing farm operation.

11.7 Forests and Woodlot

A forested area comprised of 1.0 hectare (approximately 2.5 acres) or more, which contains one or more of the following species of trees: pine, spruce, hemlock, tamarack, oak, cedar, balsam, fir, birch, ash, hickory, basswood, tulip, black cherry, walnut, beech, butternut, chestnut, maple, sycamore, locust, black gum, sassafras or poplar.

11.8 Hazard Lands

All lands having inherent environmental hazards, such as flood susceptibility, erosion susceptibility, or any other physical condition which is severe enough to cause property damage and/or potential loss of life if those lands were to be developed.

11.9 Historical Resources

Heritage features including buildings, structures, sites of archaeological significance, natural and scenic areas.

11.10 Land Severance

Division of land in accordance with the provisions of the Planning Act.

11.11 Land Use Changes

Proposed changes include applications for official plan and zoning bylaw amendments, NEC or Parkway Belt West plan amendments and development permits, severances, plans of subdivision, and variances.

11.12 Policies

Statements expressing parameters, directions or criteria that are intended to guide ongoing decision-making processes.

11.13 Prime Agricultural Lands

Lands where agricultural soil Classes 1 to 4 inclusive of the Canada Land Inventory predominate, as specified on Map No. 2, or where soils and/or climate can support the production of livestock or crops. Within these areas, pockets of land that are not suitable for farming due to poor soil conditions (soil classes 5, 6, 7, and 0), slopes, wetness, forest cover, or other limitations will be considered part of

and be governed by prime agricultural land and specialty crop policies.

11.14 Provincially Significant Wetlands

Lands identified as Class 1, 2 and 3 in the document "An Evaluation for Wetlands of Ontario South of the Precambrian Shield", as amended from time to time.

11.15 Provincial Ministries

This Plan makes reference to various specific Provincial Ministries as they were named at the time of approval of this Plan. It is recognized that the names of these Ministries may change from time-to-time.

11.16 Specialty Crop Area

Areas where a combination of special soils, climate and other factors exist that provide desirable conditions for the production of tender fruits and other specialty crops such as vegetables.

11.17 Sustainable Development

Positive change that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Principles involved in sustainable development encompass:

- fulfilment of human needs for safety, clean air and water, food, , education and useful and satisfying employment;

- maintenance of ecological integrity through careful management, rehabilitation, reduction in waste and protection of diverse and important natural species and systems;
- public involvement in the definition and development of local solutions to environmental and development problems;
- achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.

11.18 Urban Transit Area

The area within the Region against which Regional Council may by by-law, levy the sums required to meet any deficit arising out of the operation of the Regional Public Transportation System within its boundaries.

11.19 Viable Farm

A farm operation which under the operator's management generates sufficient income to:

- a) Support a farm family;
- b) Cover operating and maintenance costs of the operation of the farm;
- c) Repay debts associated with the operation of the farm; and
- d) Provide for capital improvements in buildings and equipment to increase efficiency and productivity of the farm operation.

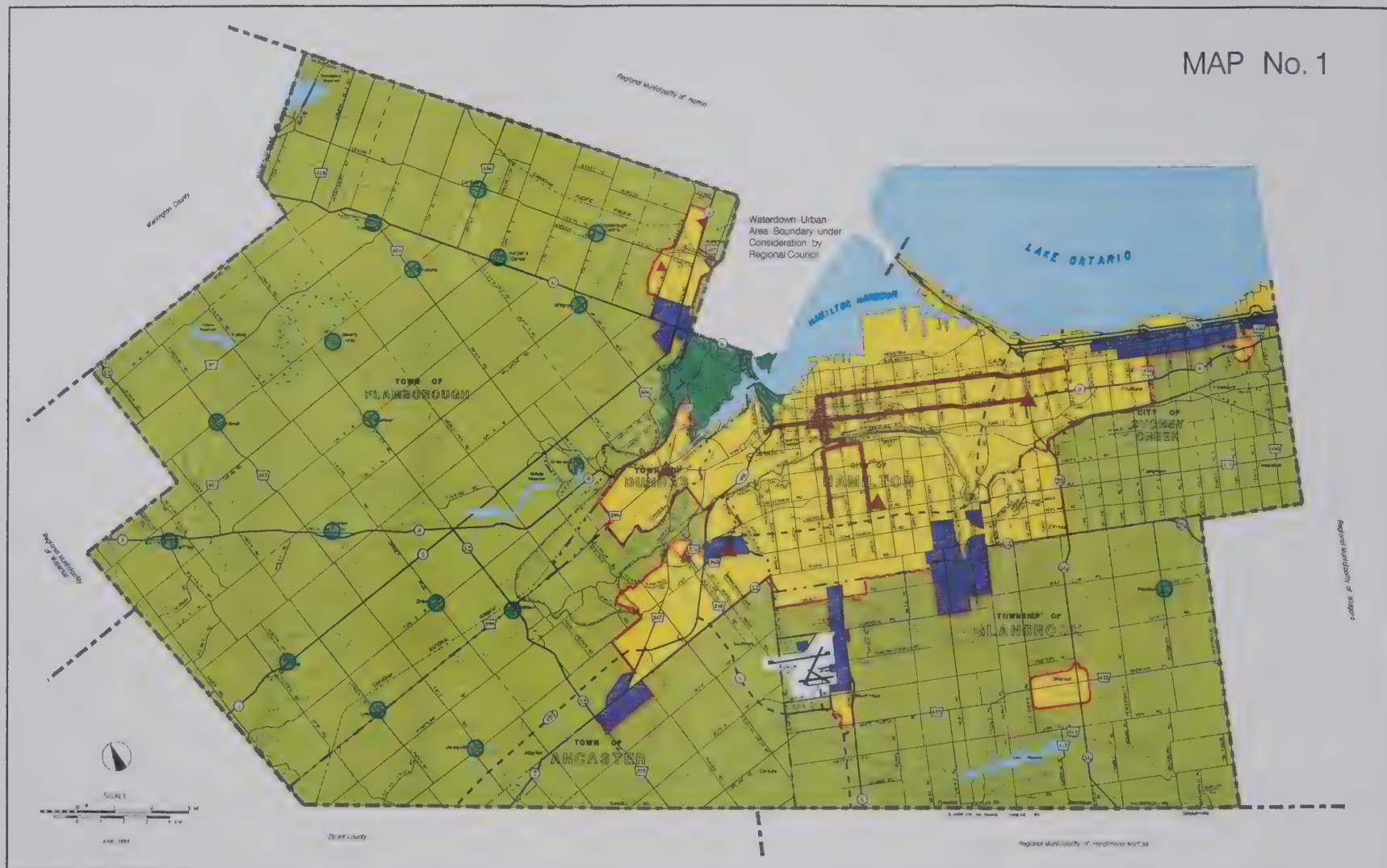
11.20 Wetlands Functions

The biological, physical and socio-economic interactions that occur in an environment because of the properties of the wetlands that are present, including but not limited to: groundwater recharge and discharge, flood damage reduction, shoreline stabilization, sediment control, nutrient retention and removal, food chain support, habitat for flora and fauna and social and economic benefits.

11.21 Wetlands

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has resulted in the dominance of hydrophytic or water tolerant plants.

MAP No.1



- Urban Area Boundary
- Urban
- Business Parks

- Regional Centre
- Mixed-use Centre
- High Density Mixed-use Corridors

RURAL AREAS

- Rural Area
- Rural Settlements

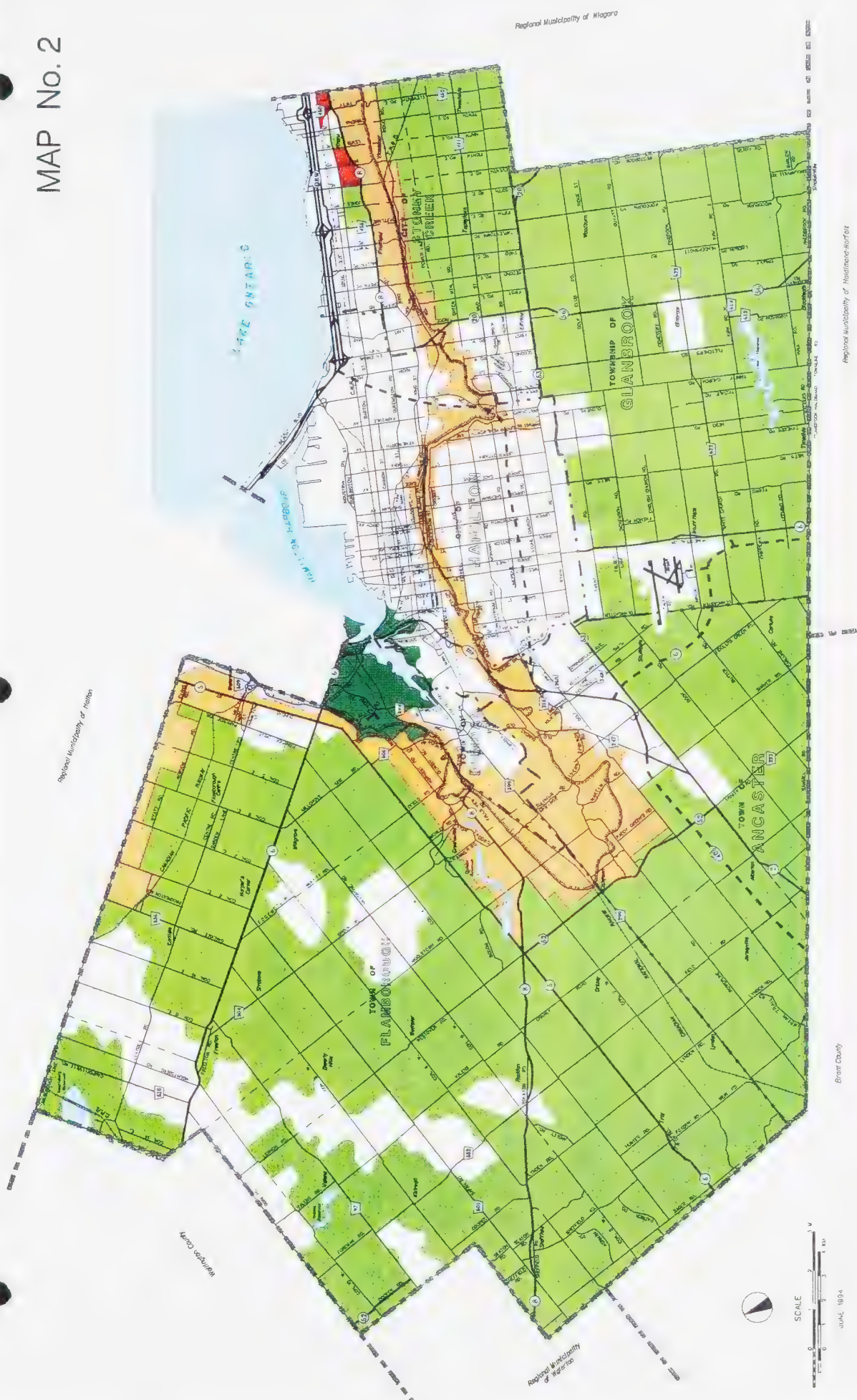
OTHER

- Parkway Belt West Policy Areas
- Special Policy Areas
- Airport
- Future Roadway
- Municipal Boundary

REGIONAL DEVELOPMENT PATTERN



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT



AGRICULTURAL LANDS & NIAGARA ESCARPMENT PLAN AREA



THE REGIONAL MUNICIPALITY OF HAM. TOWNSHIP NORTH
 PLANNING AND DEVELOPMENT DEPARTMENT

- LEGEND**

 - PRIME AGRICULTURAL LANDS
 (Canada Land Inventory Soil Classes 1,2,3&4)
 - NIAGARA ESCARPMENT
 PLAN AREA*
 - SPECIALTY CROP AREAS
 - PARKWAY BELT
 WEST POLICY AREAS
- *For Details See Niagara Escarpment Plan, Map 3



NIAGARA ESCARPMENT
PLAN AREAS*



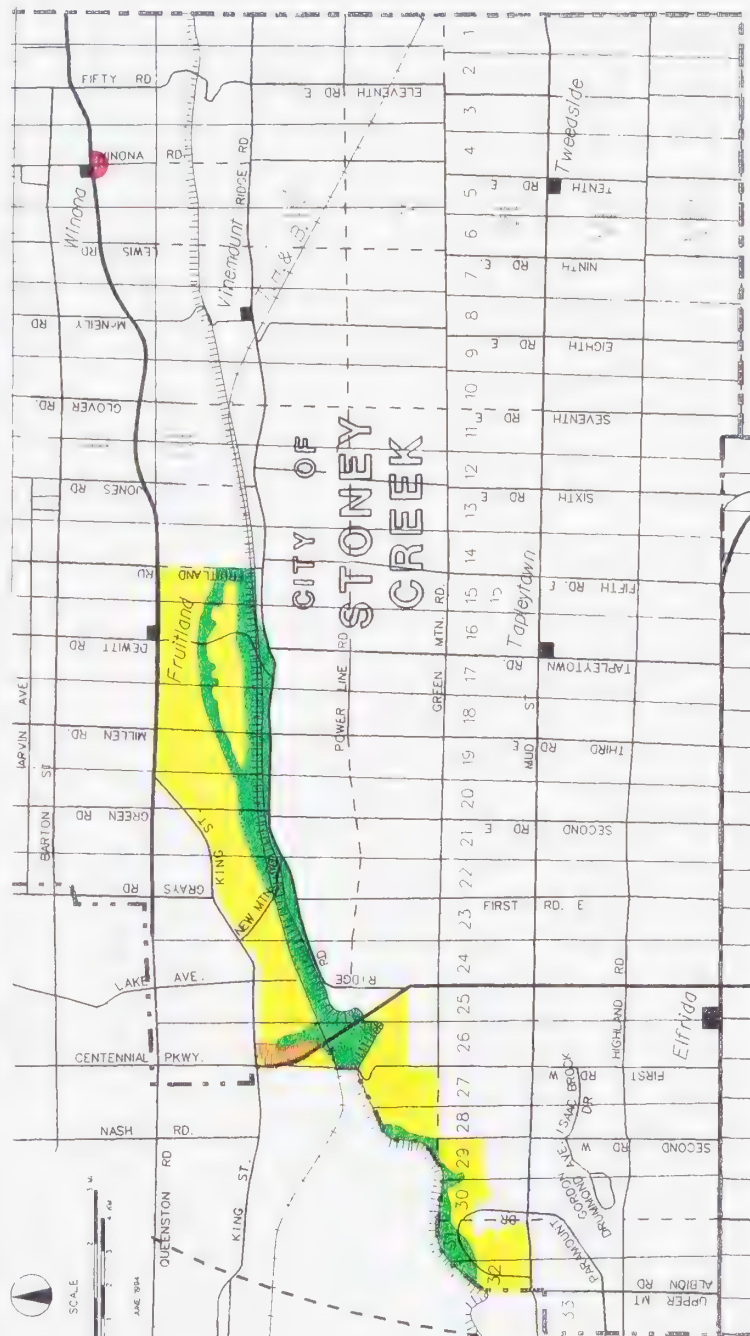
THE REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT

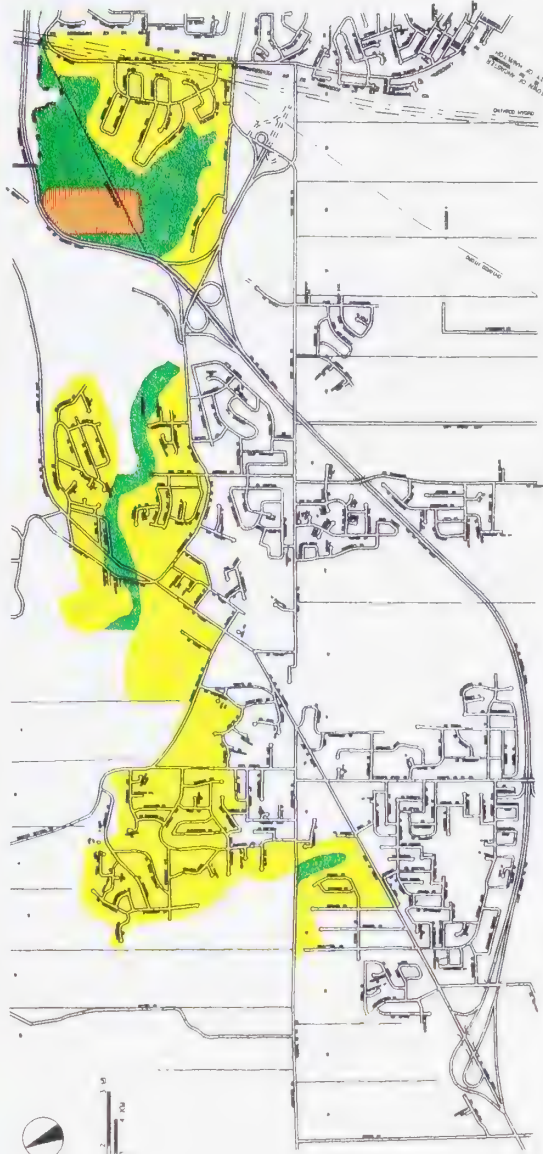
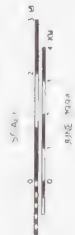
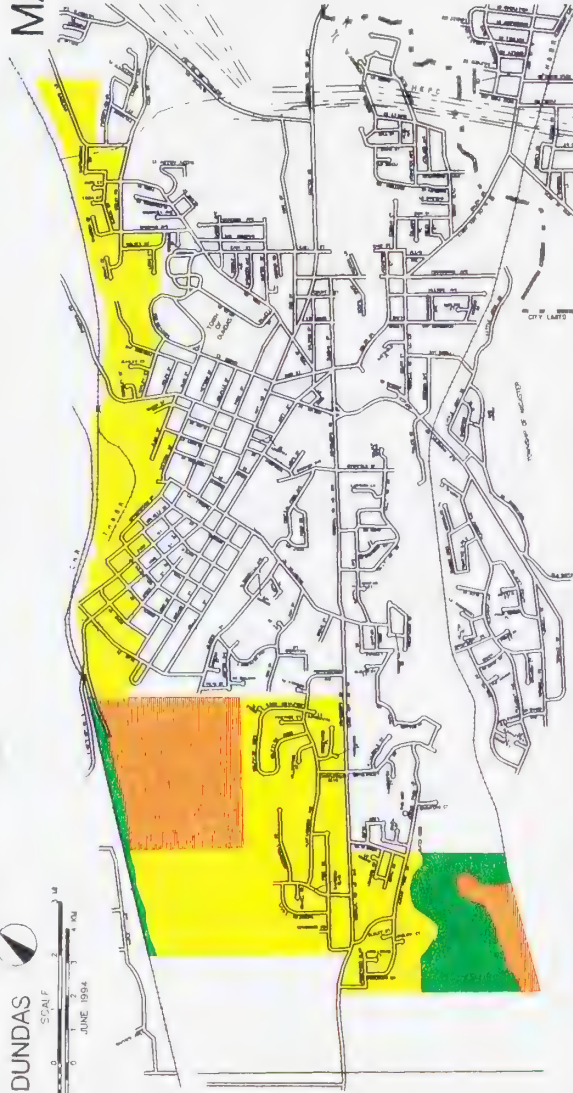
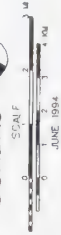
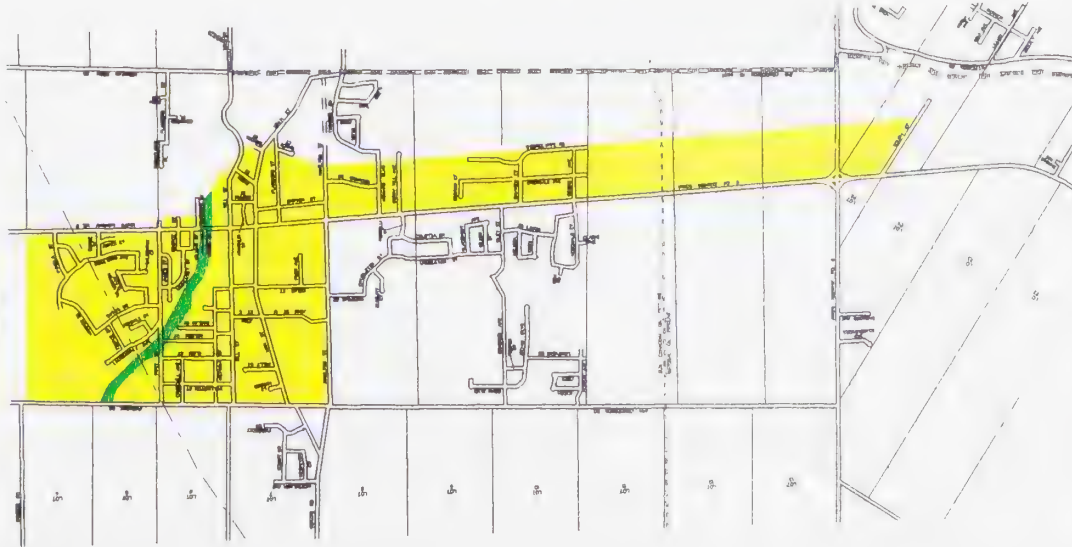
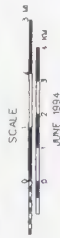
ESCARPMENT RURAL AREA

ESCARPMENT NATURAL AREA

ESCARPMENT PROTECTION AREA

Notes: Details See Niagara Escarpment Plan Map 2.





LEGEND

ESCARPMENT NATURAL AREA

ESCARPMENT PROTECTION AREA

URBAN AREA

NIAGARA ESCARPMENT PLAN AREAS*



*For Details See Niagara Escarpment Plan, Map 2

MAP No. 4



ENVIRONMENTALLY SIGNIFICANT AREAS

- | | | | | |
|--|---|-------------------------------------|--|--------------------------------------|
| 1. Mountsberg Wetlands and Wildlife Centre | 14a. Harper Corners Drumlins | 28. Haystack Complex | 42. Cootes Paradise | 56. Saltfleet Northeast |
| 2. Carlisle North Forests | 15. Freeton Esker - Wetland Complex | 29. Donald Farm Complex | 43. Borer's Falls - Rock Chapel | 57. Vinemount Quarry |
| 3. Flamboro Swamp | 16. Puslinch Southeast Swamp | 30. Spencer Gorge | 44. Tiffany Falls | 58. Tweedside Northeast Woodlot |
| 4. Bronte Creek Ravine | 17. Beverly Swamp | 31. Christie Conservation Area | 45. Iroquoia Heights Conservation Area | 59. Tweedside Woodlot |
| 5. Carlisle Swamp | 18. Fletcher Creek Swamp Forest | 32. Harrisburg - Tray Swamp | 46. Tiffany Creek Headwaters | 60. Falco Woods |
| 6. Wyatt Road Wetland | 19. Valena Conservation Area and Drumlins Field | 33. Lynden South Woods | 47. Hamilton Escarpment | 61. Woodburn Floodplain and Forest |
| 7. Medad Valley | 20. Sheffield Complex | 34. Jerseyville Northwest Woods | 48. Hamilton Harbour | 62. Twenty Mile Creek Floodplain |
| 8. Waterdown North Wetlands | 21. Rockton Northeast Woodlot | 35. Curran's Swamp - Dunmark Lake | 49. Hamilton Beach Strip | 63. Hannon Floodplain Forests |
| 9. Waterdown Woods | 22. Hyde/Rockton/Beverly Complex | 36. Copetown Woods - Summit Wetland | 50. Van Wagner's Ponds | 64. Glanford Station West Wetland |
| 10. Grindstone Valley | 23. Potterson Tract | 37. Copetown Ballpark Woodlot | 51. Stoney Creek Ravine | 65. Binbrook Southwest Area |
| 11. Clappison Woods | 24. Rockton - Westover Complex | 38. Copetown Bogs | 52. Redhill Valley | 66. Welland River Meanders |
| 12. Millgrove South Woodlot | 25. Westover Lowland Forest and Drumlins Field | 39. Jerseyville Road Woodlot | 53. Felker's Falls Escarpment | 67. Glanford Station Northeast Woods |
| 13. Haystack Swamp | 26. Strabane Southwest Drumlins | 40. Hamilton Golf and Country Club | 54. Devil's Punch Bowl Escarpment | |
| 14. Harper Corners East Wetland | 27. Westover Drumlins Field | 41. Dundas Valley | 55. Vinemount South Complex | |

ENVIRONMENTALLY SIGNIFICANT AREAS



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT

MAP No. 5

Regional Municipality of Niagara

Regional Municipality of Hamilton

Regional Municipality of Hamilton/Horsham

Brant County

Regional Municipality of Niagara



MINERAL AGGREGATE AREAS

GRAVEL & SAND

STONE AGGREGATES



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT



LEGEND

EXISTING

PROPOSED



INTER-REGIONAL HIGHWAY/CORRIDOR



RED HILL CREEK EXPRESSWAY

ARTERIAL



STUDY CORRIDOR

TRANSPORTATION



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT

Appendix Map No. 1



WETLANDS AND STREAMS

Provincially Significant Wetlands

Streams



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT

Authority:

Economic Development and Planning Committee
Item 4, Report 5-94 CM April 5, 1994

Bill No. 2255

AMENDMENT No. 72
TO
THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

5 April 1994

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY-LAW NO. R94-028

**BEING A BY-LAW TO ADOPT AMENDMENT NO. 72 TO
THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ATTACHED TO AND FORMING PART OF REGIONAL BY-LAW NO. R80-094**

The Council of the Regional Municipality of Hamilton-Wentworth in accordance with the provisions of Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, hereby enacts as follows:

1. THAT the text attached hereto and so designated is hereby adopted as Amendment No. 72 to the Official Plan for the Regional Municipality of Hamilton-Wentworth.
2. THAT the Clerk of the Region is hereby directed to forward Amendment No. 72 to the Official Plan for the Regional Municipality of Hamilton-Wentworth, to the Minister of Municipal Affairs for approval.
3. THAT the Official Plan attached to and forming part of By-law No. R80-094 is hereby amended by adding thereto the text attached hereto.
4. THAT this By-law shall come into force and take effect on the day of its final passing.

Passed and enacted this 5th day of April, 1994.


Chairman

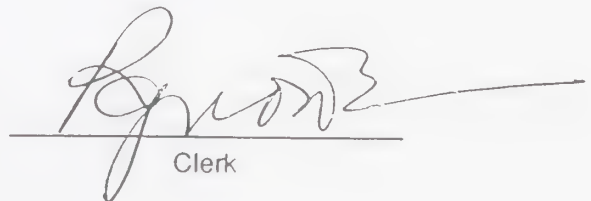

Clerk

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ADOPTING BY-LAW OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

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PART II - THE PREAMBLE

1. **TITLE:**

This Amendment shall be known as Amendment No. 72 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. **COMPONENTS OF THIS AMENDMENT:**

Only that part of this document entitled "Part III - The Amendment", comprising the attached text, constitutes Amendment No. 72 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

3. **PURPOSE OF THIS AMENDMENT:**

This Amendment will change the Hamilton–Wentworth Official Plan to permit a vehicle repair business in the Rural Area.

4. **LOCATION OF THE AMENDMENT:**

The lands affected by this Amendment are located at 1050 Highway No. 56, in the Township of Glanbrook.

The site is shown in the attached appendix being Part IV of this Amendment.

5. **BASIS OF THIS AMENDMENT:**

The subject lands currently contain a single family dwelling, an attached two car garage, a recently constructed attached garage and an enclosed outside storage area. This Amendment is to permit the legal continuation of an existing vehicle repair business and associated outside storage area on the subject lands.

The subject lands are currently designated "Rural Area" in the Hamilton Wentworth Official Plan. While such uses are intended to locate in "Rural Settlements" or "Urban Areas", the proposed use is small scale, does not take agricultural land out of production, and will serve the rural area.

PART III - THE AMENDMENT

1. INTRODUCTION:

The whole of this part of the document entitled Part III - The Amendment, which consists of the following text, constitutes Amendment No. 72 to the Official Plan for the Regional Municipality of Hamilton–Wentworth.

2. DETAILS OF THE AMENDMENT:

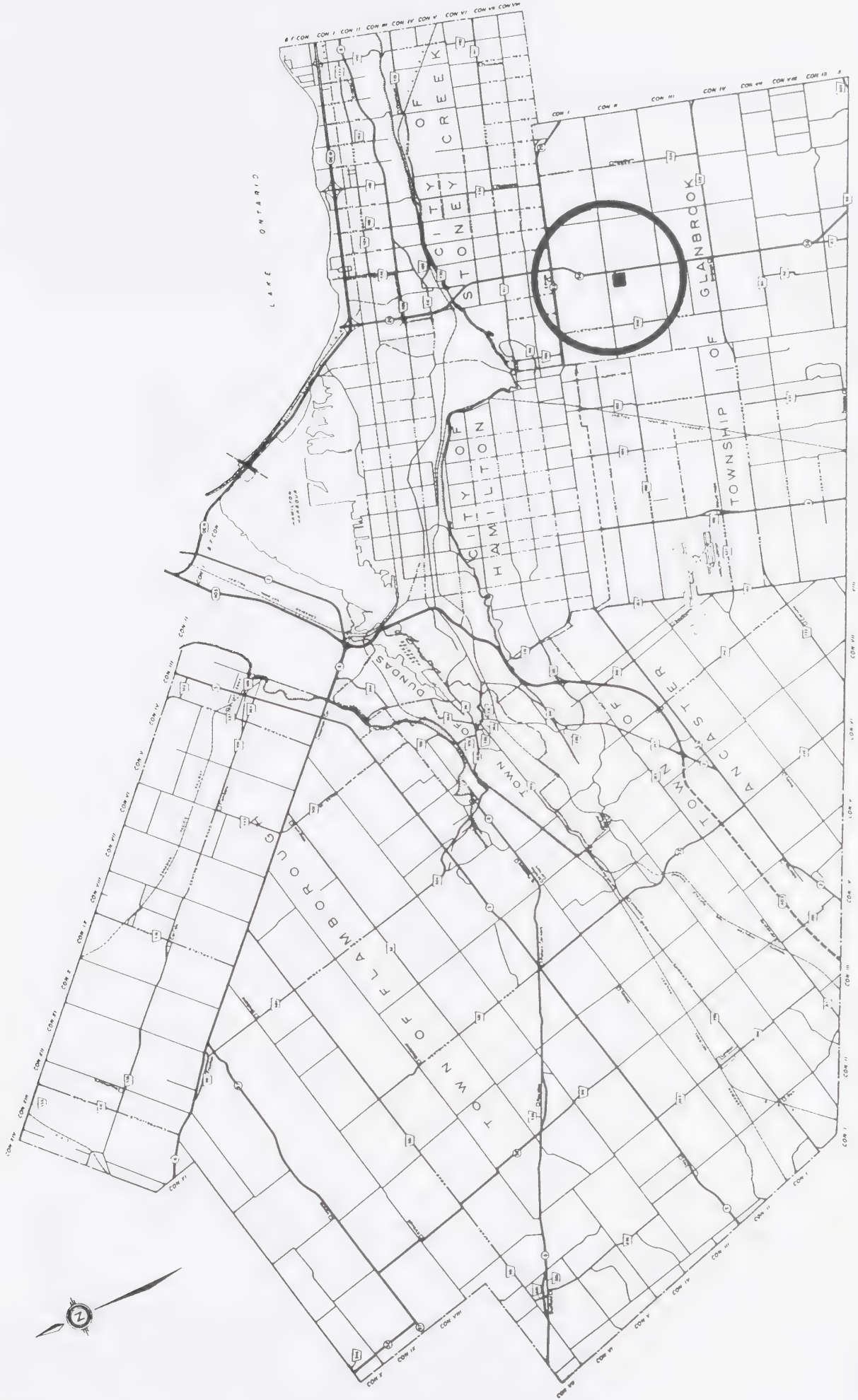
TEXT CHANGE

The Official Plan for the Regional Municipality of Hamilton–Wentworth is amended by adding to Section 3 of the Plan, the following policy:

"3.1.31 Notwithstanding the provisions of Section 3, a vehicle repair business may be permitted at 1050 Highway No.56 in the Township of Glanbrook. The local Official Plan shall specify conditions to limit the size of the operation and minimize adverse impact."

PART IV

THE APPENDIX



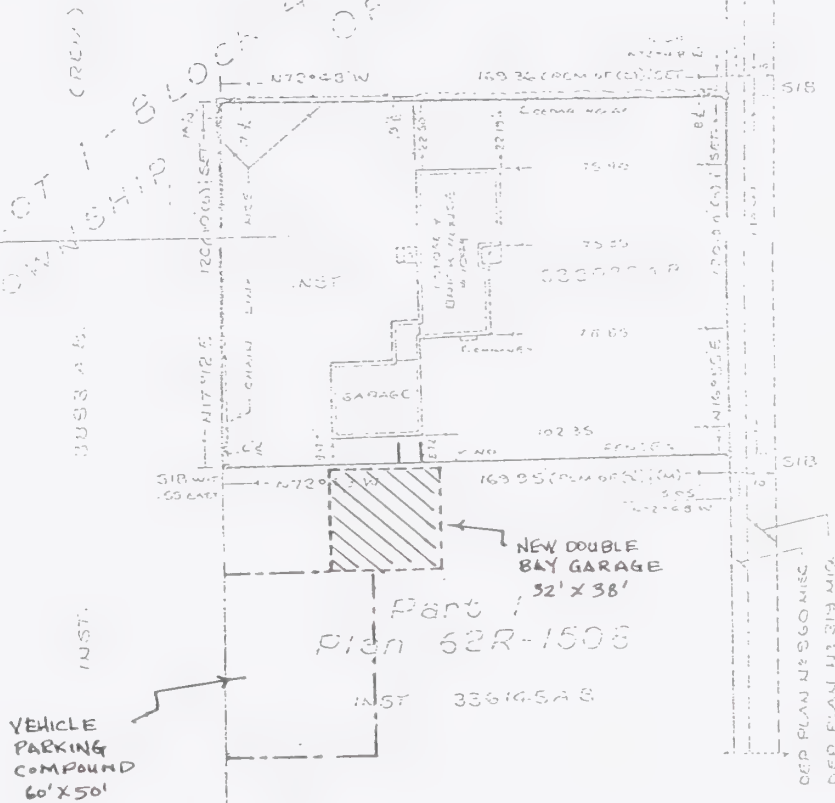
■ SUBJECT LANDS

ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2

BUILDING LOCATION SURVEY
PART OF LOT 1, BLOCK 4, CONCESSION 2
IN THE FORMER
TOWNSHIP OF BINBROOK
NOW IN THE
TOWNSHIP OF GLANBROOK
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
SCALE: 1 INCH = 40 FEET
GLENN E. GIDDY, O.L.S. - 1986



4-CONCESSION 2 OF
BINBROOK



BEARINGS ARE ASTRONOMIC IN NATURE AND ARE
REFERRED TO THE WESTERLY LIMIT OF THE KING'S
HIGHWAY N156, AS SHOWN ON PLAN 62R-1506
AS HAVING A BEARING OF N16°55'E.

LEGEND

- | | | | |
|-----|-------------------------|-----|-------------------------|
| 1 | SURVEY MONUMENT FOUND | 1 | IRON BAR |
| 15 | SURVEY MONUMENT SET | 15 | STANDARD IRON BAR |
| 15B | STANDARD IRON BAR | 15B | SHORT STANDARD IRON BAR |
| 15B | SHORT STANDARD IRON BAR | 15B | CUT CROSS |
| 15B | CUT CROSS | 15B | CONCRETE MONUMENT |
| 15B | CONCRETE MONUMENT | 15B | STONE MONUMENT |
| 15B | STONE MONUMENT | 15B | ROUND |
| 15B | ROUND | 15B | MEASURED |
| 15B | MEASURED | 15B | USED |
| 15B | USED | 15B | |

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
THE FIELD SURVEY REPRESENTED
ON THIS PLAN WAS COMPLETED ON
THE 6TH DAY OF OCTOBER, 1986

Oct 9/86
DATE
GLENN E. GIDDY, O.L.S.

NOTE

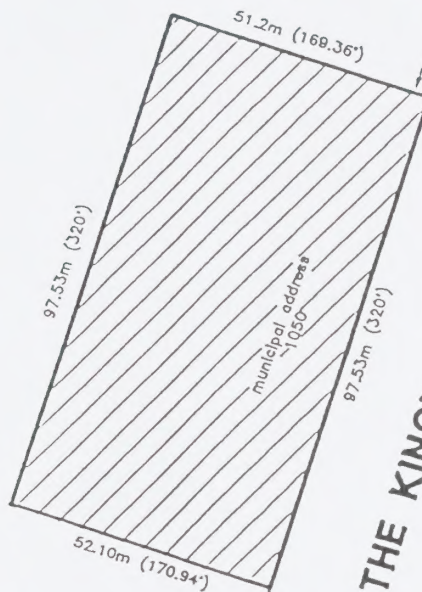
THIS PLAN WAS PREPARED
FOR REGISTRATION

GLENN E. GIDDY
ONTARIO LAND SURVEYOR
237 LOCKE ST. S. SUITE 205
HAMILTON ONTARIO
L8P 4T6
528-6676
COPYRIGHT 1986

LOT 1 - BLOCK 4 - CONCESSION 2

GOLF CLUB ROAD

THE KING'S HIGHWAY NO. 56



TOWNSHIP OF GLANBROOK

(FORMERLY IN THE TOWNSHIP OF BINBROOK)

FIGURE 1



LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENTS



1:1500m

SCALE

12/93

DATE

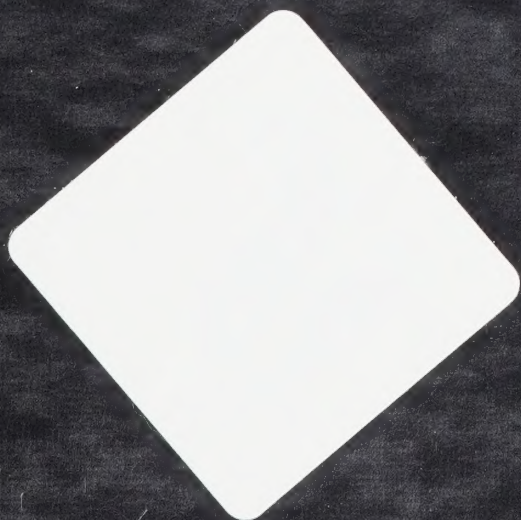
E-1-115
HW-G-931

REF. No.



MAY, PIRIE & ASSOCIATES LIMITED
LAND USE PLANNING CONSULTANTS

3310 SOUTH SERVICE ROAD, BURLINGTON, ONTARIO
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